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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. X.

CHICAGO, ILLINOIS, DECEMBER 15, 1891.

No. 6.

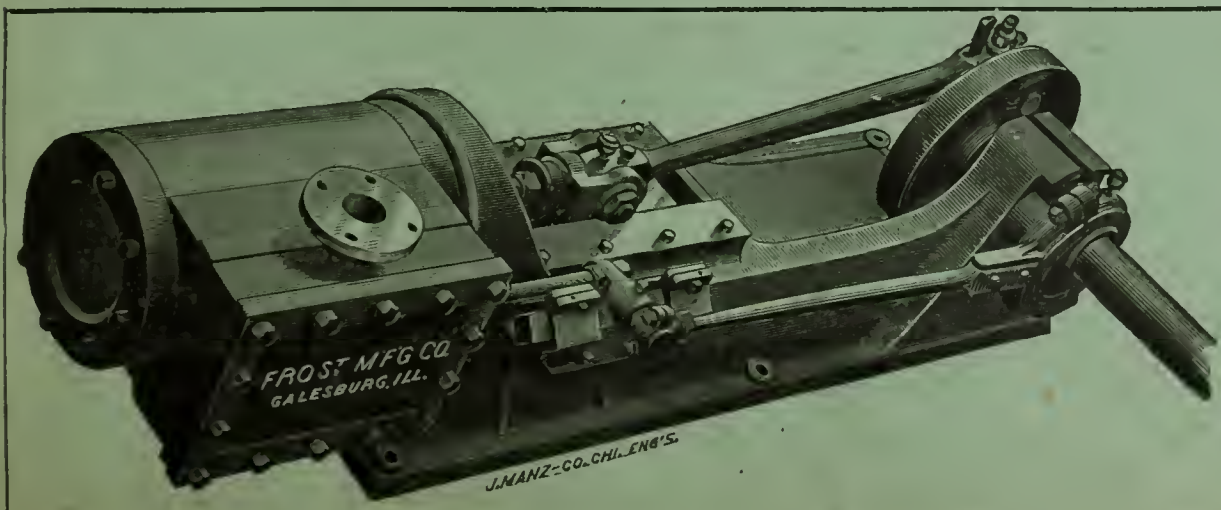
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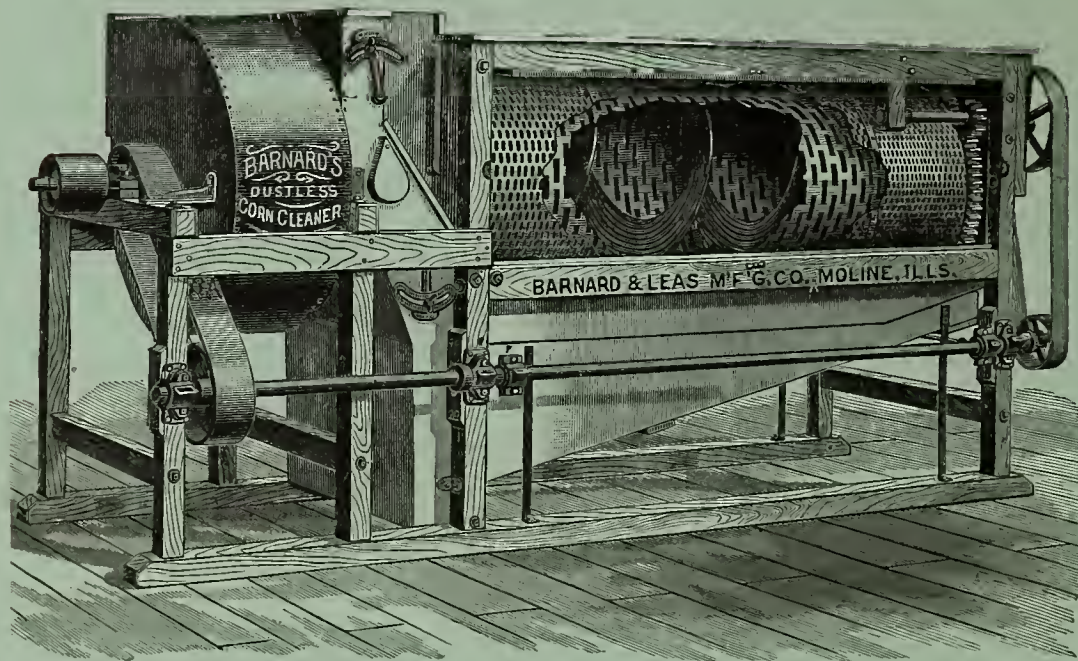
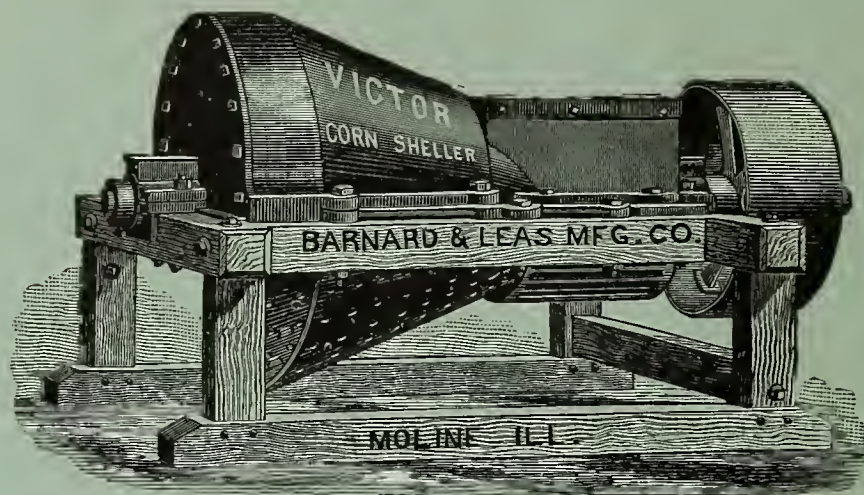


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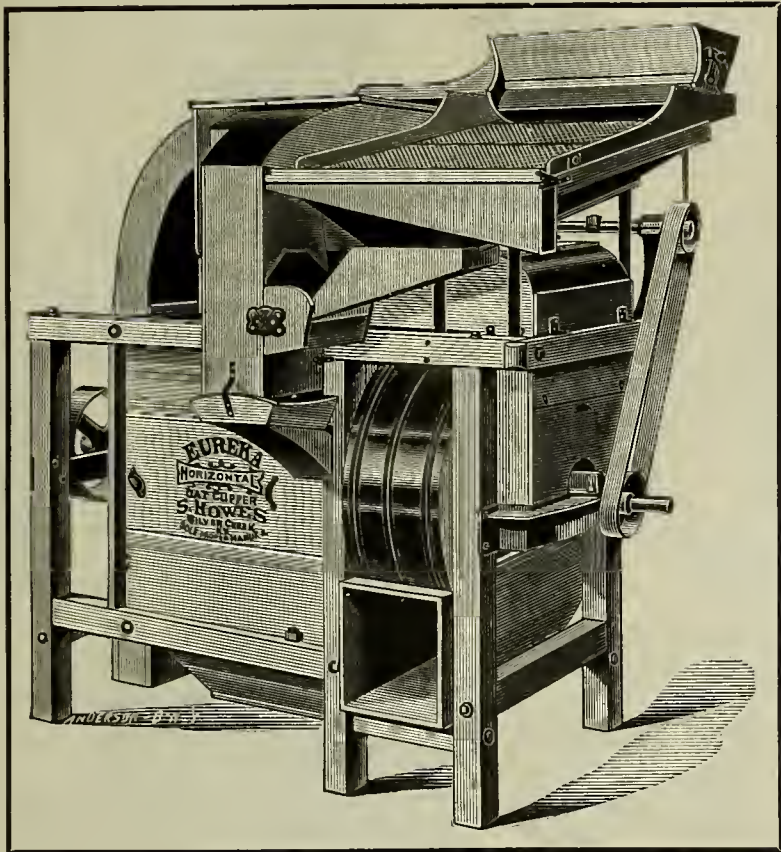
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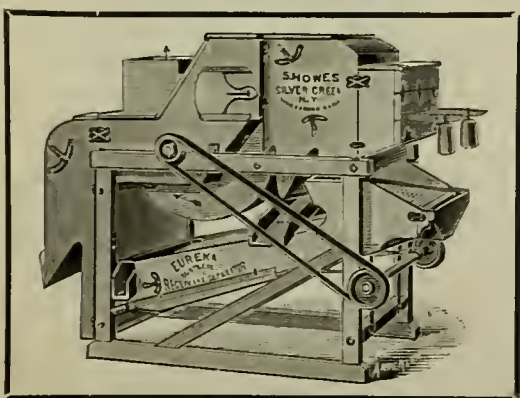
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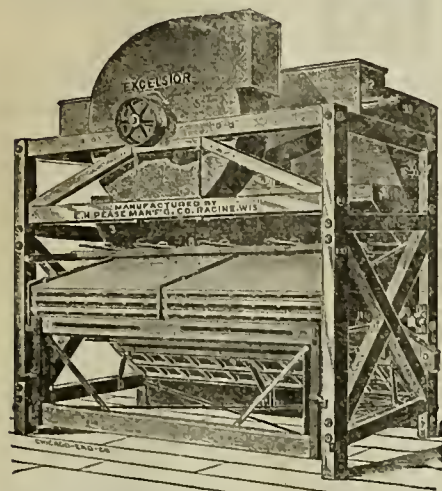
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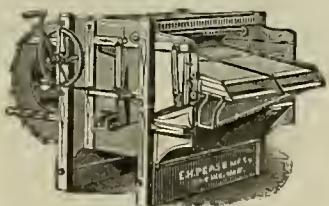
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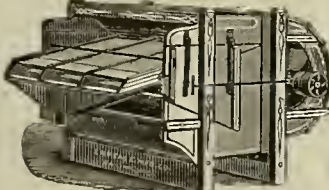


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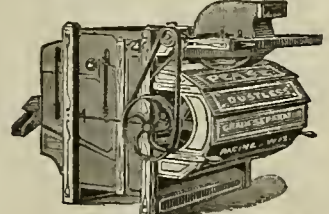
Cleans, Separates and Grades Perfectly.
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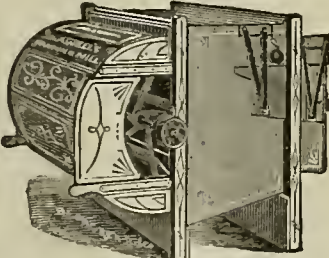
Pease Side-Shake Mill for Warehouse.



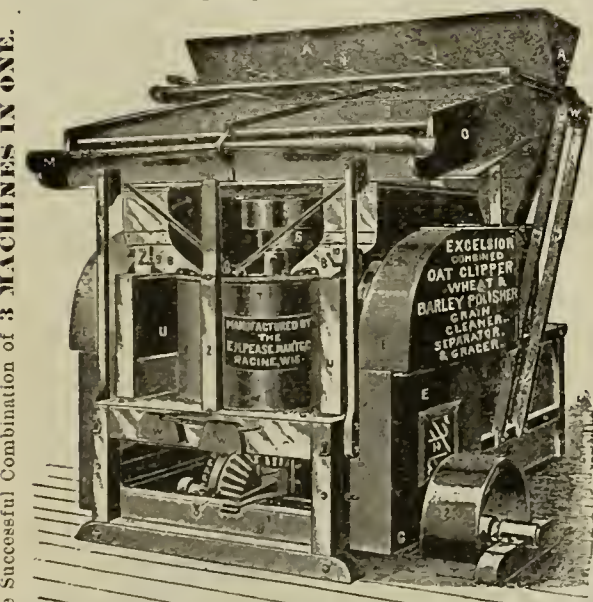
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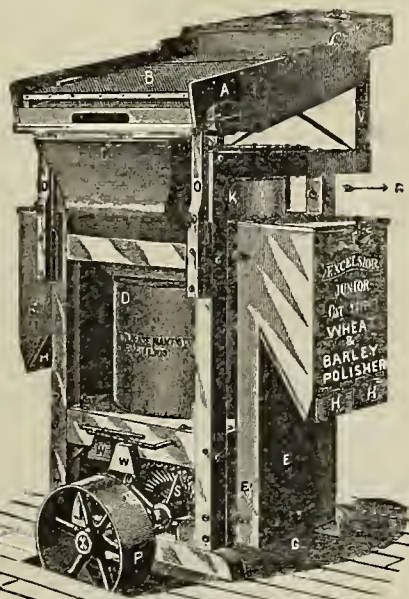
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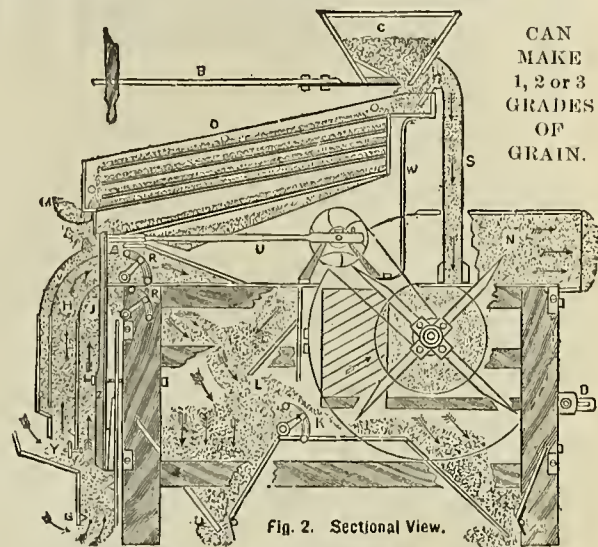


Fig. 2. Sectional View.

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The Finest Wheat or Barley Machine
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"HERCULES" POWER CAR PULLER.

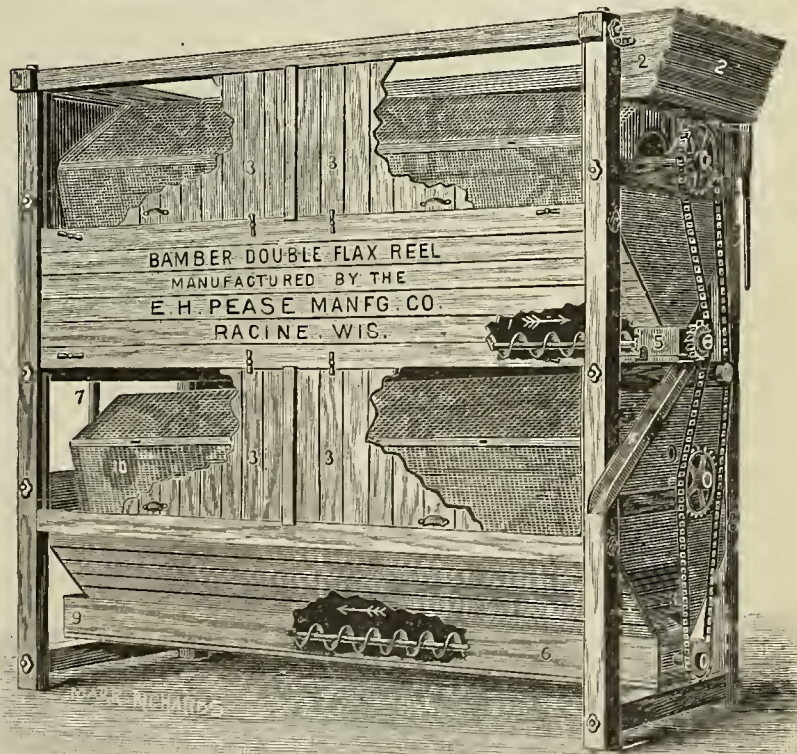
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Throughout the United States, than any similar Machines made.



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Reels of any desired style or dimensions made to order.

THE MONITOR GRAIN CLEANERS

The Superiority of these Machines over all others is best demonstrated
by the evidence of those who are using them.

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THE MIDLAND ELEVATOR CO.



Dictated.

Kansas City, Mo., Feb. 10, 1891.

Messrs. Huntley, Cranson & Hammond,

Silver Creek, N.Y.

Gentlemen, -

Your Separators, which during the past summer you put into our million and half million elevators at this point, are giving excellent satisfaction, and our superintendent, who has had long experience in the elevator business, states to us that they are the best Separators he has ever operated.

We have four No. 8 Warehouse Separators in the Union Pacific Elevator, and six No. 8 Separators in the Santa Fe Elevator.

We simply add to this, as a recommendation, that when we are in need of more, we shall not look further than your Company.

Yours truly,

The Midland Elevator Co.

Chas. J. Rosty

Pres.

A complete line of these machines can be seen and full information obtained at our Western Branch, 63 and 65 South Canal Street, Chicago, Ill.

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CORNERED GRAIN INSURANCE

The rumor that P. D. Armour had cornered grain insurance in Chicago caused considerable comment the first of the month. He did not corner the market, but he got all the insurance he could, and when he sold his grain he did not cancel the insurance.

An old broker on 'Change in an interview recently said: "I have seen it occur fifty times in my experience where there was not a dollar of insurance to be had. In this case Mr. Armour simply delivered out his wheat and did not cancel his insurance. He was wise in doing so. He expected to get much of the wheat back again, and by letting the insurance stand he got the benefit of the long rate, whereas if he canceled and renewed, he would have to pay the short rate. It may have worked temporary hardship to a few who got the wheat, but it will adjust itself in a short time."

The sensational statement was given out that it was a big stroke to break the market. Logan & Co. and J. B. Keeler and others were skirmishing for insurance, and could not get it. The result was the pit got the wheat, and it went back into first hands. There the insurance not canceled on Armour Elevators "A" and "B" and a couple of the Burlington elevators again protected the stuff.

Another firm caught without insurance stated that Armour offered to protect all holders of wheat in his elevators. This was done by a "hinder" or guaranty given by the Armour house. "But," said the victim, "who wants to be obliged to go to Mr. Armour or any other private source for insurance?" Irwin, Green & Co. were also reported as among the hustlers for insurance.

"Lots of them in the same boat," said Judge Davis, when asked about the "corner." "We haven't got enough insurance to sell to supply the demand, and that's all there is to the story. Here's figures if you want them. The Dole elevator 'D' and annex has a capacity of 3,000,000 bushels of wheat, and carries about \$300,000 on the building. The Armour elevators, 'A' and 'B,' have a capacity of 1,000,000 bushels each, and say \$250,000 on buildings. Wheat is worth say \$1 per bushel, at least insurance is wanted on about that basis. We have say 170 companies writing in this city, and on the Dole elevator alone they want \$3,000,000 of insurance. Say the writing capacity of the companies averages \$10,000 each, though it does not, you would have \$1,700,000 to cover the Dole risk, which wants over \$3,000,000. That's the situation, and it's easy to figure whether anybody has a corner on insurance. Another trouble about this grain insurance is the long options. Years ago, when we insured grain in elevators, everything was closed up each month. Deliveries were made, and insurance expired. Thirty days was as long as it

was wanted as a rule. Now options on the Board run six months, and men get insurance and keep it. If they sell one lot of grain, they offset the sale by another purchase, and hang on to the insurance."

NEW YORK'S INSPECTOR-IN-CHIEF.

The Inspector-in-Chief of the Grain Inspection Department of the New York Produce Exchange is George H. K. White, who has been connected with the grain trade



GEORGE H. K. WHITE, NEW YORK'S INSPECTOR-IN-CHIEF.

for thirty-two years as superintendent or inspector. A portrait of Mr. White is given herewith.

He was born in New York in the year 1842, and the following year his parents moved to Brooklyn. At the age of 10 he entered a private academy in the city of Brooklyn and remained there for about one year. In 1853 he was sent to boarding school at Stamford, Conn., where he remained a few years and was then sent to John Alzamora's school at Newburgh, N. Y. After remaining there a few years he then was sent to N. Bordeaux's academy at Tarrytown, N. Y. He was then about 15 years old, and changed to the boarding school of J. R. Ohlers at Fergusonville, N. Y. At the age of 17 he left this school and returned to Brooklyn.

In November, 1859, he entered the employ of E. Haydock White, grain and freight broker, and remained with him until his employer retired from business, about 1866. He immediately entered the employ of the International Grain Elevator Association, Edward Annan, president, and remained with him, superintending and inspecting grain of various kinds and qualities, for about sixteen years. He then entered the employ of the New York Produce Exchange Grain Inspection Department, as a deputy inspector, in which capacity he served until the death of the Inspector-in-Chief, A. D. Sterling¹ April, 1888, when he was appointed to the position of Inspector-in-Chief by the grain committee and confirmed by the board of managers. Since then he has held the position of Inspector-in-Chief. His annual re-election by the grain committee of the Produce Exchange shows that the members of the trade at that port have perfect confidence in his ability to manage the grain inspection department of the largest grain exporting port in the world and are satisfied with the work of the department under his management. Mr. White is a member of the Exchange.

WHAT IS A CARLOAD?

The weight of a carload of grain, flour or provisions is often determined by the condition of the market at time of shipment. For instance, if a merchant in this city purchases say ten or twelve cars of oats at a country point on a rising market, he may receive a minimum quantity, say, 24,000 pounds per car on the Grand Trunk and 30,000 pounds on the Canadian Pacific, or even less; but on the other hand if prices are on the wane he might get 32,000 to 35,000 pounds per car on the Grand Trunk and 37,000 to 40,000 on the Canadian Pacific Railroad. The same thing applies to car lots of flour and provisions, which is very unsatisfactory, as a merchant is never certain of what quantity of grain, flour or provisions he can rely upon in ordering by the carload. It is therefore of the utmost importance that a carload of produce should be defined as meaning a certain weight not less than the minimum capacity nor more than say 240 or 400 pounds above it.

Some means should at once be adopted in order to regulate the standard capacity of a carload, so that a buyer may have some approximate idea of what quantity he may expect when he orders a carload, instead of having it left to the caprices of country sellers, by overloading on a falling market and underloading on a rising one. The Council of the Board of Trade has taken the matter up, and it is to be hoped they will take the necessary steps in bringing about the necessary reform as speedily as possible.—*Trade Bulletin, Montreal.*

FAILURE OF BROWN BROS. GRAIN COMPANY.

The more the failure of Brown Bros. Grain Company of Omaha, is investigated, the worse the muddle appears, and ugly charges are being made against the Browns. The latter claim that they can pull out if given a chance, but their explanation of how they are going to do it is rather vague and unsatisfactory.

It may seem incredible that Brockman, the St. Louis commission man, should have advanced \$75,000 before discovering the alleged fraud, but he says it was all done within a period of two or three weeks. The magnitude of the business may be inferred from the fact that there were eighty-three cars of grain on track at Council Bluffs in one day recently. The Union Elevator at that point seems to have been the key to the scheme attributed to the Browns, and a very convenient one it was. The Brown Bros. have had a through rate, with the privilege of stopping the grain at the Union Elevator to be cleaned and then reshipped.

Brockman charges that in some cases the Browns had grain shipped to the Union Elevator for "Brown Bros. of St. Louis, in care of Brown Bros., Omaha." On the bills of lading the Browns drew on the St. Louis man and got their cash. After the grain had been cleaned at the elevator it was reshipped over one of the Iowa roads to Chicago or Baltimore, the Browns claiming that they could get better prices East than at St. Louis. Brockman had an agreement under which he was to receive a half a cent a bushel commission on all grain handled by the Browns, so he didn't care where it was sold. He now charges that a great deal of this grain has disappeared, that he has not been paid by the Eastern buyers, and that the Browns have not reimbursed him. He concludes that in reshipping the grain the Browns got new bills of lading from the Iowa roads, and used them in making drafts on the Eastern buyers, thus apparently getting double price for the grain, and letting Brockman whistle for his money.

There is still another branch to this interesting manipulation. Some of the Nebraska buyers who have been shipping to the Brown Bros. have been in the habit of sending them the bill of lading by mail and then drawing on them through a local bank without a bill attached to the draft. The bill enabled the Browns to get the grain from the railroad, and in a number of cases the drafts have been dishonored.

Apparently then, the Browns got the grain for nothing and sold it for double price. It is only fair to the Browns, however, to state that they deny the allegations of fraud and assert that the tangle will be straightened out if they are given a chance to do it. They threaten to sue Brockman for \$50,000 damages.

It is impossible to say how much money or how many dealers are involved in the failure. The Browns had elevators or cribs at fourteen or fifteen stations on the Union Pacific, but there were about 100 dealers at other points shipping to them. They insist that when they gave Brockman a bill of sale on their elevators and grain he promised to continue to advance money to keep the business going. They charge him with a breach of faith in taking possession and shutting them out.

It is stated that Brockman, as soon as he got control of the Union Elevator, began to ship out the grain in storage with a view to making himself whole. This proceeding was stopped by an order of court on the petition of the Citizens' State Bank of Council Bluffs, which had advanced \$5,000 or \$6,000 on fifteen or twenty bills of lading. It is estimated that the elevator now contains seventy-five or eighty cars of grain. About the same number are on the track, and a little swarm of claimants are after them.

The bill of sale already referred to not only covered the buildings belonging to Brown Bros., but the grain in storage and in transit. It is asserted that the clause covering the grain in transit will not hold water in law, and the original shippers, whose drafts on the Browns went to protest, are here recovering their property by replevin suits. They are enabled to identify their grain in the unloaded cars by the number of the cars, and are having little trouble in getting it back. The grain which has gone into storage is, of course, undistinguishable from the mass, and it has been tied up by attachment suits.

There is still another class of claimants, of which H. J. Gunn of Lexington, now in the city, is a sample. He shipped Brown Bros. a car of grain worth about \$375, but drew on them for only \$300. Having attached the

bill of lading to the draft, he got the face of that, but he is whistling for the extra \$75. This is a common practice, and many interior shippers have claims against the Browns for margins of this kind.

New claims are putting in an appearance almost every hour, and it is impossible to tell how much of a loss is involved in the failure, though Mr. Brockman is quoted as estimating it at \$100,000. The query arises, what has become of the money? A gentleman who is familiar with some of the inside affairs says:

"I do not believe the Browns have 'salted down' any money to speak of. I think they have used it to wipe out a lot of personal obligations. You see there is a Brown Bros. Grain Company, and then the individuals of the firm have had other extensive business interests. They have borrowed money to carry on various enterprises, and I think they have used the receipts of the grain company to wipe out those obligations. They have had considerable paper falling due that could not be renewed, and the indications are that they have been withdrawing money from the grain business to wipe out obligations in other directions, because if the Brown brothers as individuals went to the wall it also meant the failure of the Brown Bros. Grain Company."

Drafts on the Brown Bros. Company are constantly coming in, and where they are accompanied with a bill of lading and have a margin Mr. Brockman is paying them and taking possession of the grain. For example, a car containing \$265 worth of grain was shipped from Central City, and the senders drew only \$200. Brockman paid the draft, took the grain, and intimated that the shipper would have to look to Brown Bros. for the margin of \$65. Charles Iddings of North Platte was caught in a snap somewhat similar to this, and he has taken steps to sue Brockman for the unpaid margins. The elevators and cribs conveyed by Brown Bros. to Brockman by the bill of sale are not extensive structures, and the value of the whole lot has been estimated at only \$20,000.

Grain men are much interested in knowing who will have to bear loss growing out of the alleged manipulations of the Brown Bros., and the prevailing opinion among them is that the Union Pacific will have to foot the bill.

Some years ago Mr. H. C. Miller, who has an office in the Board of Trade building, was located at Fort Madison and buying grain for the W. P. McLaren Company of Chicago. Just before the concern failed he received instructions to bill shipments, "To order W. P. McLaren Company, Chicago." The McLaren people took the bills of lading to a bank and put them up as collateral for a loan. They then notified the railroad of the incoming consignments, and asked that they be immediately shipped to designated parties at Eastern points, which was done. The grain firm used the second lot of bills of lading at another bank for drafts on the Eastern consignee.

When the failure revealed the true situation, the first bank sued the railroad for the value of the grain represented by its bills of lading, and got a judgment.

Manager Taylor of Bradstreet's Mercantile Agency, in calling attention to the lax manner in which many Nebraska grain dealers do business, said: "Here are a number of interior dealers, it is charged, who have shipped grain to the Browns, sent the bills of lading to the consignees by mail, and drawn on them through the local banks without bills of lading attached to the drafts. What was the consequence? The grain was delivered by the railroads to the Browns on the bills they presented, and went into storage with scores of other consignments. When the Browns went to the wall the drafts went to protest. The shippers had nothing to show for their grain, and the railroad had been released from responsibility. It is a slipshod way of doing business, and the banks are not wholly without blame. They are run by men supposed to be thoroughly posted on commercial usages, and they should warn customers of the dangers of their carelessness. Every man who ships grain or other goods by the carload, and then draws on the consignee, should always attach the bill of lading to the draft. There is then no chance for fraud, and it may be the salvation of many a man caught by a failure like that of the Browns."

Mr. C. T. Brown denies emphatically many of the statements that had been currently reported concerning the firm's transactions with Mr. Brockman of St. Louis. Mr. Brown said that Brockman loaned the firm \$25,000 upon their personal notes, with the understanding that the firm should ship him a considerable amount of grain.

"We were under no obligations to ship Mr. Brockman

all the grain we handled, though," said Mr. Brown. "We had a perfect right to ship grain to Cincinnati, Chicago, Baltimore or elsewhere if we so desired. We never agreed to give Mr. Brockman one-half cent commission upon grain shipped to other markets. We mortgaged our fourteen elevators to Mr. Brockman a few weeks ago, because we needed more money or greater credit to handle the volume of business. We were running some days as high as \$20,000, and a blockade of cars on the railroad for a couple of days would tie us up. We needed more margin of credit to run on, and in order to get it we gave that mortgage. Mr. Brockman agreed to cash our drafts after this and to pay for \$16,800 worth of grain then on the way and for which we had drawn upon him. These agreements he abruptly broke by refusing to honor our drafts. Had he honored our drafts as he had agreed to do there would have been no attachments upon our grain by the shippers. Mr. Brockman failed to carry out his part of the agreement in every particular."—*Omaha Bee*.

CORN RECEIPTS AT PHILADELPHIA INCREASING.

The grain receivers of this city, says the *Philadelphia Press* in its issue of Dec. 9, are already beginning to feel the benefit of Chief Grain Inspector John O. Foering's trip to the West, taken in the interest of the members of the Commercial Exchange. Local handlers of grain have always had to contend with a prejudice against this market which prevailed more or less all through the corn belt of the country and which was carefully fostered by the representatives of rival cities. One of the objects of his trip was to remove this prejudice, and the belief he had to contend against was that the grade of No. 2 corn, Philadelphia, was as rigid as Chicago and New York.

Corn to inspect No. 2 in speculative markets, is supposed to be in a condition to carry an indefinite length of time in store to meet speculative requirements. This market is on a different basis, because of being simply an export and consumptive point, and grades are worked for a fair average condition that will carry safely and arrive in a satisfactory condition abroad. Mr. Foering in his trip arranged to meet the Western merchants to explain the local system of grading with very successful results. Although hardly a week has elapsed since his return a number of letters have been received from Western shipping points expressing confidence in fair treatment at the hands of local receivers and considerable new business has already opened up to swell Philadelphia's grain trade.

WESTERN GRAIN TROUGH GULF PORTS.

The importance of Gulf ports as exporting points for the agricultural products of the trans-Mississippi country is pretty broadly hinted at in a recent letter of Commissioner Vanlandingham of the Kansas City Transportation Bureau, to the secretary of the Mobile Commercial Club, says a Southern exchange. In this communication Mr. Vanlandingham states that Kansas City receives enough grain for exportation to divide among New Orleans, Galveston, Velasco and Savannah, with still a large surplus left to go through the Eastern seaboard.

The Southern ports are the natural outlets for this Western grain. There are to day (Nov. 28) in Kansas City 2,000 carloads of grain for New Orleans alone, and no cars to handle it, and quite as much for other ports. In October the shipments to the port of New Orleans were over 1,250,000 bushels, and in the succeeding month these could have been doubled had the railroads been able to furnish the necessary transportation.

Most of our English contemporaries skilled in the analysis of the world's grain statistics continue to advise United Kingdom wheat importers to provide themselves with probable requirements of wheat from the abundant supplies in the United States, predicting that known wants of the kingdom (which have not been covered as freely yet as in corresponding portions of preceding years) will encourage American holders, backed by the American milling demand and the close of interior navigation in America and Russia, to maintain prices at higher levels than have been the rule in the late autumn and early winter months in recent years.

WORLD'S WHEAT PRODUCTION IN 1891

The provisional official estimates of the American, Russian, French, and Hungarian wheat crops being now published, it is possible to form a much more reliable idea of the world's wheat production than could have been done last September, when the annual forecast of "The World's Supplies and Requirements" was submitted, says Beerholm's *Corn Trade List*. It will probably surprise many people who may not have carefully studied the matter to find that, owing of course to the phenomenally large crop in America, the aggregate production of wheat in the world this season is, as shown by the following table, rather larger than last year, and ten million quarters larger than in 1889. As will, however, be hereafter shown, the total production is not in excess of the estimated requirements, while, naturally, the great deficiency in the rye crop is a separate and unusual factor, which renders the present season one of extraordinary character. The following figures are in the main official, or based on official data; the exceptions are Turkey, Syria, and Persia, from which countries official returns are seldom, if ever, forthcoming. The crops in the Argentine and Australasia are estimated according to the latest reports received, and are perhaps more likely to be less than to exceed the figures here given. The following table shows the production in quarters of eight bushels each for the last three years:

	1891.	1890.	1889.
Austria.....	5,000,000	5,350,000	4,550,000
Hungary.....	15,500,000	18,800,000	11,482,000
Belgium.....	1,250,000	2,400,000	2,250,000
Bulgaria.....	4,850,000	3,750,000	4,300,000
Denmark.....	450,000	490,000	525,000
France.....	28,000,000	41,120,000	39,250,000
Germany.....	11,500,000	12,750,000	10,625,000
Greece.....	1,500,000	1,500,000	1,375,000
Holland.....	450,000	700,000	650,000
Italy.....	15,450,000	16,200,000	13,250,000
Norway.....	50,000	50,000	50,000
Portugal.....	1,000,000	1,000,000	1,000,000
Roumania.....	6,000,000	7,000,000	5,487,000
Russia (including Poland).....	23,300,000	27,370,000	25,830,000
Servia.....	1,250,000	1,250,000	750,000
Spain.....	8,750,000	9,150,000	9,200,000
Sweden.....	400,000	450,000	463,000
Switzerland.....	500,000	500,000	400,000
Turkey (Europe).....	4,000,000	4,250,000	4,000,000
United Kingdom.....	8,750,000	9,450,000	9,485,000
Totals, Europe, qrs.	137,950,000	163,530,000	144,872,000
Algeria.....	2,500,000	2,500,000	1,970,000
Argentine Rep.....	2,750,000	2,250,000	3,000,000
Australasia.....	3,500,000	4,105,000	5,375,000
Asia Minor.....	4,500,000	4,500,000	4,500,000
Canada.....	6,000,000	4,575,000	3,250,000
Cape Colony.....	500,000	450,000	550,000
Chili.....	2,000,000	2,250,000	1,875,000
Egypt.....	1,350,000	1,250,000	875,000
India.....	30,750,000	27,500,000	29,643,000
Persia.....	2,500,000	2,750,000	3,000,000
Syria.....	1,500,000	1,500,000	1,500,000
United States.....	73,500,000	50,000,000	61,320,000
Totals out of Europe, qrs.	131,350,000	103,630,000	116,758,000
Grand totals, qrs.	269,300,000	267,160,000	261,630,000

The features of this table are the unprecedentedly short crops in Europe and the transfer in power to supply wheat from the old world to the new. The change in this respect is to be better seen in the following record of the crops in European and non-European countries since 1887, to which is added the estimated normal consumption of the world (000 omitted):

	1891.	1890.	1889.	1888.
European countries.....	137,950	163,530	144,872	162,456
Non-European.....	131,350	103,630	116,758	108,100
Totals.....	269,300	267,160	261,630	270,556
Estimated consumption.....	272,250	270,500	269,750	268,000
Balance, quarters.....	-2,950	-3,340	-8,120	+2,556

It is admitted that it is somewhat arbitrary to assume that the consumption in the world increases annually by 1,750,000 quarters, but this is the figure implied by the natural increase of the population, other conditions being equal.

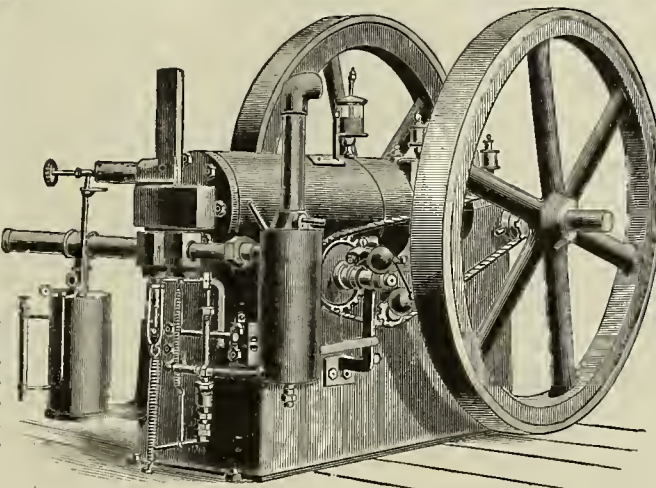
The years of "plenty" ended, according to this exhibit, in 1888. Several years previous to 1888, and notably 1887, were "fat" years, and left large reserves upon which a considerable drain has evidently been made. The main point, however, is that, according to computations and past experience, the present year's wheat crop is barely equal to the estimated current consumption; while the rye crop this year, according to the last Russian official estimate (11,000,000 quarters larger than the one

issued last August) is 28,000,000 quarters less than last year, and 8,000,000 quarters less than in 1889. Under these circumstances the present apparent abundance of wheat can only be considered temporary, having been the result of active European buying during the past three or four months. The delay in the prohibition of exports of wheat from Russia induced extraordinarily large shipments from that country, so that the quantity of Russian wheat now cut off from importing countries would not exceed 2,000,000 quarters, 16,000,000 bushels. The supply and demand, taking the season through, is, however, such that the sentimental effect of the prohibition of Russian exports, especially on the American markets, should be very great—America would indeed then be the maker of wheat prices. Foreign wheat is in too liberal supply for any advance to make such progress.

IMPROVED LEWIS GAS AND VAPOR ENGINE.

An inexpensive automatic power that requires little attention is essential to the successful operation of every small and medium sized grain elevator. To meet the demand in this line improved motors are continually being patented and placed upon the market. The latest power of this kind placed upon the market is the Improved Lewis Gas and Vapor Engine illustrated herewith.

Among the advantages claimed for the users of this engine are no danger, no fireman, no engineer, no boiler, no smoke, no ashes, no lost time; the Lewis Gas Engine can be started and ready to work in from three to ten minutes, depending upon size of engine. The makers



IMPROVED LEWIS GAS AND VAPOR ENGINE.

claim it is the most economical gas engine on the market. The force of the sudden expansion of the gas is at once transmitted to the fly wheels; but this engine has this great advantage, that when not running to its full capacity there is no resistance offered because of necessity to compress the air in the cylinder, but it runs perfectly free, the auxiliary valve admitting the pure air, and it is at once expelled through the exhaust without compression. Experience teaches that it will run on somewhat less than one gallon per actual horse power developed, or at a cost of from 10 to 12 cents per horse per day of ten hours.

There are no intricate parts in the engine; everything is open and in plain view, and any one on a day's experience can operate it with perfect safety, and without annoyance or trouble. No gasoline is kept near the engine, or even in the building, except about half a gallon, which is used in the Bunsen Burner, the gasoline which supplies the engine with gas only amounting to about half a cupful, which is kept in the bottom of the tube. The exhaust pipe is connected with a cast iron exhaust box, which muffles all the noise, so that practically the engine is noiseless.

The engine is made upon honor, every part of it being made of the best material, and best workmanship. Any further information can be secured by writing the Webster Manufacturing Company, sole manufacturers, 195 South Canal street, Chicago.

THE RECEIPTS OF GRAIN AT TOLEDO.

The receipts of grain at Toledo July 1 to November 21 in 1891 and 1890 are as follows:

	Wheat. bu.	Corn. bu.	Oats. bu.	Rye. bu.	Barley. bu.
1891..	16,707,500	962,000	487,600	2,058,500	17,700
1890..	4,292,300	4,301,300	195,700	109,900	46,900

DECEMBER CROP REPORT.

The December report of the Department of Agriculture gives the condition of growing wheat as 85.3, the returns showing that the condition of the coming crops of winter grain is not generally favorable.

On the Atlantic coast some injury is reported on early sown areas from the Hessian fly.

The season was not favorable for seeding in the South on account of continued dry weather, and germination was slow from the same cause. Rains in the late autumn have improved the prospect.

In the Western states seeding was late, the seed bed hard and cloddy, germination slow and growth unfavorable until November, when material improvement was seen in most fields. In some districts the Hessian fly made its appearance, causing damage.

The average condition of the crop is 85.3, the figures for the principal states of the wheat belt being:

Ohio.....	80	California.....	97
Michigan.....	92	New York.....	97
Indiana.....	91	Pennsylvania.....	92
Illinois.....	80	Maryland.....	87
Iowa.....	92	Virginia.....	86
Missouri.....	73	Georgia.....	96
Kansas.....	75	Texas.....	70
Nebraska.....	94		

The condition of rye is a little higher than that of wheat, making an average of 88.8.

The returns duly consolidated make the average farm value of the current crops of the year: Corn, 42.2 cents per bushel; wheat, 85.3; rye, 77.4; barley, 54; oats 32.2; buckwheat, 57.9; potatoes, 37.1; tobacco, cigar leaf, 14.1 per pound; manufacturing and export leaf, 7.5 cents; hay \$8.39 per ton.

The price of corn is 2.9 cents per bushel more than the average of ten years from 1880, and only four-tenths of a cent less than the average for the decade from 1870. In the states of largest production prices are as follows: Ohio, 41 cents; Indiana, 38; Illinois, 37; Iowa, 30; Missouri, 38; Kansas, 34; Nebraska, 26.

The latter state where, corn is cheapest, has reported a higher value only four times in fifteen years. The average value of the whole crop since 1883 has been higher only in 1887 and 1890, when the yield was only about 20 bushels per acre.

The value of the wheat crop is 2.5 cents per bushel higher than the average of ten years from 1880, and has been exceeded only once (in 1888) since 1883.

In the states of the Atlantic coast and those on the Gulf of Mexico, except Texas, the value is from \$1 to \$1 15; in the Ohio Valley from 85 to 86 cents; beyond the Mississippi from 70 cents in North Dakota to 81 cents in Iowa.

Only once since 1883 has the price of oats been as high as at present—32.2 cents, which is 1.3 cents higher than the average of ten years from 1880.

The prices of all cereals have been remarkably sustained, in view of the abundance of production.

WINTER MOORINGS AND GRAIN STORAGE.

So far as winter moorings are concerned this season, a number of vessel men are turning their attention to Chicago, as it is now evident that a large tonnage capacity will be in demand at that port for winter storage of grain and it is expected Chicago River will be taxed to its utmost to find moorings for the fleet which will winter there. It is now known that the line boats have already enough package freight, merchandise, flour, etc., to give them all they can do during the balance of the season, so that carrying bulk grain is out of the question with the Union, Lackawanna or Anchor Lines, and it is questionable if the all rail traffic can take care of the grain, which in spite of increased transportation charges to the seaboard, shippers would like to send forward during the winter months.

Captain Harmon of the Chicago Towing Company estimates that fully 15,000,000 bushels of grain ought to find winter storage in vessels, in addition to the elevator capacity, and fears that unless prompt dredging is done the city will not be able to accommodate the number of vessels wintering at that port.

Speculators at San Francisco have overestimated the quantity of wheat available for export from the Pacific coast. The supply of tonnage there is such that grain freights have collapsed.—*Bradstreet's*.

GRAIN CARGOES AT BUFFALO.

Duluth wheat cargoes are on the whole holding out much better than for any previous fall on record, writes the Buffalo correspondent of the *Marine Record*. Vessels for three or four elevators are sometimes only seven or eight bushels short. The America's shortage of a little over 500 bushels was no doubt a mistake of a draft. She had a similar one last fall, but got no redress. This feature of making the vessel responsible for weighmasters' errors is all wrong and calls for a change in the wording of the bills of lading.

The steambarge Kate Buttironi had hard luck, she arrived during high water on Wednesday and tied up at the Lackawanna rail dock. During the night the water went down and left her over a foot all round. Two vessels tied up outside her, and when her turn at the elevator came the boats outside of her refused to move and no tug could get at her to pull her off, so she lost her opportunity to be unloaded. The next night her crew, who were by the way all under contract, left after demanding \$5 per day wages, and the vessel lost another turn at her elevator. She finally unloaded Tuesday, after waiting a week.

Buffalo harbor never presented such an appearance as it has for the past week. The number of vessels in port is almost incredible, and at present it is estimated at least 5,300,000 bushels of grain are afloat in the harbor waiting to unload. Scarcity of cars has prevented the rail elevators from working at their full capacity, and now they have filled up about all their storage room with grain which is consigned through. In elevators and afloat the amount of grain here is estimated at nearly 12,000,000 bushels, of which 1,000,000 bushels is Canadian wheat in bond, with a large fleet yet to come in. Many boats will doubtless be frozen in before they can unload. The grain receipts for this season far exceed those of any other year, and the coal shipments are only exceeded by those of 1888.

DEFRAUDED BY AN IOWA SHIPPER.

A dozen or more Board of Trade firms claim to have been fleeced out of sums ranging from \$500 to \$1,250 each by Sidney L. Winter, who until a few days ago was the postmaster at Woodbine, Ia., but who is now said to be fleeing from detectives.

The fraud, according to the story circulated on the Board, was accomplished by means of forged bills of lading. Winter's name was familiar to the firms whom he defrauded, as he had been transacting business with them for a number of years and the forgeries were not suspected until they were discovered by R. C. Richards, the general claim agent of the Northwestern road. The latter found that the cars of grain mentioned in one of the bills of lading received by a Chicago firm had never been on the track at Woodbine, although it bore the signature of the railroad's agent at that point, J. W. Hull.

Mr. Richards immediately started an investigation and discovered that the name of the station agent had been forged not only to this bill but to a number of others. All of them bore the name of Sidney L. Winter as shipper, and an investigation at this end of the line showed that drafts had followed promptly upon the mailing of the forged bills of lading and that in every instance they were promptly honored by the firms to whom they were sent.

Among those who suffered were Milmine, Bodman & Co., E. Seekel, F. G. Logan & Co., M. B. Aiken, Bartlett & Frazier, W. F. Johnson, Martin D. Stevers and others.

The total amount of the steal is now known to have reached at least \$9,000, and it is probable that other losses will be brought to light, as it is apparent that Winter went in with a determination to make all he could.

Winter left Woodbine, Ia., about Nov. 10 or 11 for Omaha, and the last seen of him was in the latter city on Nov. 13. He is being pursued not merely by the hired detective of the Northwestern road but by Government officers as well, charged with using the United States mails for fraudulent purposes.

With this charge pending against him and having but four or five days' start of the officers, his chances of escape, it is said, are very poor, for he can be extradited from any country on the face of the globe.

Winter was about 35 years of age and always had the

respect of those with whom he dealt. "I have known him for several years," said Mr. George Sanborn of the firm of Milmine, Bodman & Co., "and I always had implicit confidence in him. He made a nice appearance and stood well in his native town. He has done business with us for several years, has been indebted to us several times, but always paid up promptly, and he could have worked us for a much larger amount if he had tried."

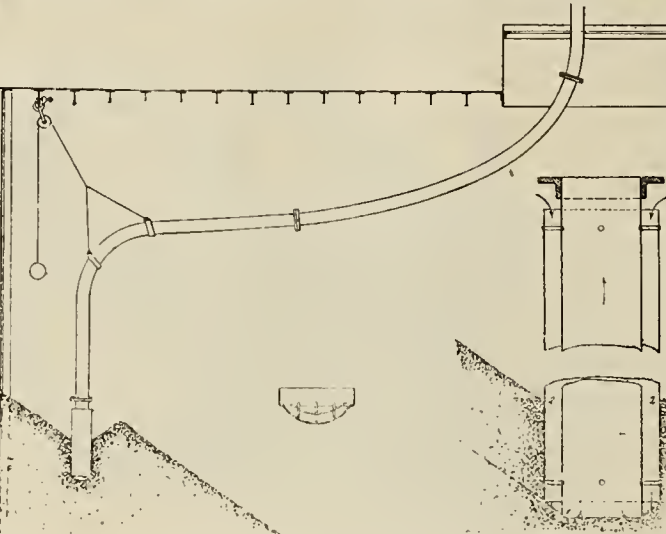
"The success of the scheme was due, in a great measure, to the careless practice among the agents of all the railroads of letting the bills of lading lie around where anybody can pick them up who wants to."

Winter was in Chicago a great deal and was well known among the men whom he is said to have filched. He speculated on 'Change and it is believed that he lost the money which he tried to make up by means of forgery. He was appointed postmaster at Woodbine by the present administration and in addition to these duties conducted a grain business. He was married.

It is alleged that Winter did not confine his operations to Chicago, but that at least one Milwaukee firm—Charles R. Lull & Co.—suffered from his operations.

PNEUMATIC GRAIN CONVEYOR.

Frederick E. Duckham of London, England, has been granted a patent for a pneumatic grain conveyor. His claim is for the combination in a pneumatic grain conveyor apparatus with a suction-pipe inlet-nozzle, of a circumferential sleeve, inclosing an air passage opening above the level of immersion of the nozzle. The sleeve



PNEUMATIC GRAIN CONVEYOR.

terminates at such a height above the inlet-orifice of the nozzle that a radial line touching the ends of the nozzle and sleeve will make a lesser angle with the axis of the nozzle than the angle of repose of the grain.

ENGLISH QUOTATIONS IN AMERICA.

A letter from a correspondent of Beerbohm's London List says that he notices "in a local print that an attack is made on quotations of wheat furnished to America. This attack is based upon the absurdity (according to American ideas) of old spring wheat being quoted higher than Californian, and of both being higher than new red winter. Now it so happens that, from my own contract book, I can verify these quotations. On Sept. 10 I bought Duluth at 9s. per cental; on the 11th long-berried Texas winter at 7s. 11½d., and Bombay at 8s. 3½d. I did not actually deal in Californian, but can vouch that 8s. 7d. was nearest value. Our prices here may be very absurd, but we cannot alter them simply because an American journal says that they do not conform to the eternal fitness of things. The price of old spring wheat was high because it was much wanted to impart strength to new English, and, I may add, a Liverpool miller gave me his opinion that day that the Chicago spring offering was as good as Duluth."

W. F. Allen of Grand Forks, N. D., when interviewed recently, said: The grain inspection law has practically become a dead letter. It was crushed by the weight of this year's crop. The farmers care not for the details of shipment, provided they can get their grain to market. At many of the smaller stations thousands of bushels of wheat are heaped on the ground, covered with straw or planks, waiting for cars. Much of this will be spoiled by being wet before it can be eared for.

THE GRAIN TESTER.

A correspondent of the *Indiana Farmer* writing from Warsaw, Ind., says: The tester is all right and a good thing, but I think it is not used as it should be. As wheat is measured by cubic measure (2,150 2-5 cubic inches to the bushel), and cubic is solid measure, it seems to me that instead of filling the tester as lightly and with as little wheat as possible, it should be filled as we fill the half bushel measure, i. e., scoop the tester in the wheat, then stroke it, thus making it, not solid, but certainly more nearly what it should be than by the method followed by grain buyers. Used in this way there would be little or no objection to its use in this (Kosciusko) county.

Another Indiana correspondent of the same journal writes as follows: Last winter there was a bill presented to the Legislature to prevent the use of the grain tester by the grain buyers of the state, in their business with the farmers. Now I have waited long, and patiently too, to see some one more conversant with its uses and advantages to both buyer and seller to explain the same, but as no one seems to think it his duty to explain the mysteries of the little thief, as it is called by many farmers, I will attempt to tell them as I understand them:

First, we will take the beam, on which there are three rows of figures. The middle row says pounds and ounces, and that beam draws up to four pounds. Now the upper row represents one pound for every ounce shown in the middle row; that is if the bucket is filled with wheat, and the upper row represents fifty-six pounds, the middle row will show three pounds and eight ounces, or fifty-six ounces, or, if the upper row shows sixty pounds the middle row will show three pounds and twelve ounces. In other words, as stated before, the middle row is the standard, and the top and bottom rows are sealed from it. The bottom row has the most mystery, and is the most mystifying it says "per cent. of four pounds." The middle part of the beam draws only four pounds; that is it cannot weigh more; as a four-ton scale is made to weigh four tons, and that is its capacity, so four pounds is the capacity of the tester's beam.

Now the advantage to the farmer, who is willing to buy a tester of his own, and every farmer who is a large wheat or grain raiser should have one, is this, suppose you have a lot of dirty grain (wheat for instance) and you want to sell the same; you take a sample of your wheat and dirt to a grain buyer, who samples or tests it, and then makes you a bid on it. Now you go home, take your little tester, or little thief, as it is called by many, weigh out four pounds of your wheat and dirt, run the same through a good fan mill, clean the wheat from the dirt, put the wheat back in the tester and see what your clean wheat weighs. If it weighs three pounds or 75 per cent. of the four pounds first weighed, of wheat and dirt, why you have in every bushel of dirty wheat, three pecks of clean wheat. Now if good wheat is worth \$1 per bushel, and your wheat when cleaned will weigh 59 or 60 pounds by the tester, that wheat is worth when cleaned 75 cents per bushel. So if the grain buyers offered you 75 cents for your wheat, it won't pay you to clean the stuff, but if he offered you 60 or 65 cents per bushel, you can see that it will pay you to put your wheat in a good marketable condition, which you should do if you wish a good price for the same.

The quality of Ontario wheat is turning out much better than for years past, and it is expected that a large quantity will go forward during the ensuing winter and spring. Manitoba wheat, however, is not moving as freely as some expected.

Railroad Commissioners Rice, McKinney and Phillips of South Dakota, were in Chicago recently visiting the headquarters of the Chicago-Dakota roads to consult as to the best means to move the great crops of the state as rapidly as possible. The commissioners expressed themselves as satisfied that the railroads are doing everything in their power to move the crops to market, and went so far as to say that, in their opinion, the crop was being forwarded as fast as it could be marketed. The condition of the elevators at shipping points is not as bad as has been alleged. Only in isolated cases are the large elevators so full that they are refusing grain, but a large number of the smaller elevators of from 2,000 to 3,000 bushels' capacity, are now filled up.

FEED HOPPERS OF CORN SHELLERS.

BY R. JAMES ABERNATHY.

There is one evil connected with the setting of corn shellers, especially those of small capacity; it is the leaving of them so that the corn will build over them and refuse to pass into the mouth, producing what is generally called a choke.

Makers of corn shellers have in the past seemed to think that the mouth of a sheller should be made small in proportion to the reduced shellug capacity. That, however, is a mistake, in fact a serious blunder on the part of the makers. It is true that a sheller of 200 bushels' capacity does not require a mouth quite so large as one of 1,000 bushels' capacity; but does require one much larger in proportion to capacity; or, in other words, a mouth large enough to receive and swallow the longest ears of corn without reference to the way they may be presented, whether endways or lengthways, as no particular order for entering can be established and maintained.

All that enter endways will be taken care of, but those that come the other way and are long enough to straddle the small mouth of the sheller are liable to, and quite frequently do, cause trouble. The effectual lodgment of one ear means the lodgment of the whole mass, and then comes a period of vigorous punching with a pole of some description by the vexed, excited and sometimes profane tender of the machinery, to get the mass of corn in motion again. But who can blame a man for swearing under such circumstances, especially when occurring hourly. A very good hint might suggest itself here to prospective purchasers of small shellers. Always buy the one with the biggest mouth. Big mouths may be curses to some things, but they are blessings to corn shellers.

For small or small-mouthed shellers the dump hopping should be very steep, because if flat or at the angles allowable for large shellers trouble is sure to result; nor can steep hopping be considered an absolute safeguard at all times. So long as there is a resting place for both ends of a long ear of corn there is danger of a "choke." Therefore to make sure there should be two perpendicular sides to the hopping at right angles to each other. It is then possible for one end only of a long ear to catch and lodge, the other being obliged to go down into the mouth of the sheller. In small houses it is frequently just as convenient to run up perpendicular sides to the dump hopper, and when so constructed there is never any trouble on that account. But if it be inconvenient to run perpendicular sides the full height from the sheller's mouth then it would be better to run them up part way and hopper back the same as hopping away from the mouth proper. As a rule the side next the house can be run up perpendicular to the full length, and should be done, then one of the ends, so to call it, can be run up straight, at least part of the way, and hopped back. However, the idea is what is most needed by the practical elevator man; the simplest and best way of doing it will then suggest itself.

I have known parties who were troubled with choking shellers to place an agitating device just above the mouth of the sheller to keep the corn in motion. The device was attached to a small shaft having a bearing on the inner side of the hopping at one end and extending through to the inside of the building where, with sprocket wheels and chain, it was connected with the driving shaft which gave it a slow motion. A quick motion for such a device would not be practical, as all that is required of it is to keep the corn in motion and prevent lodgment.

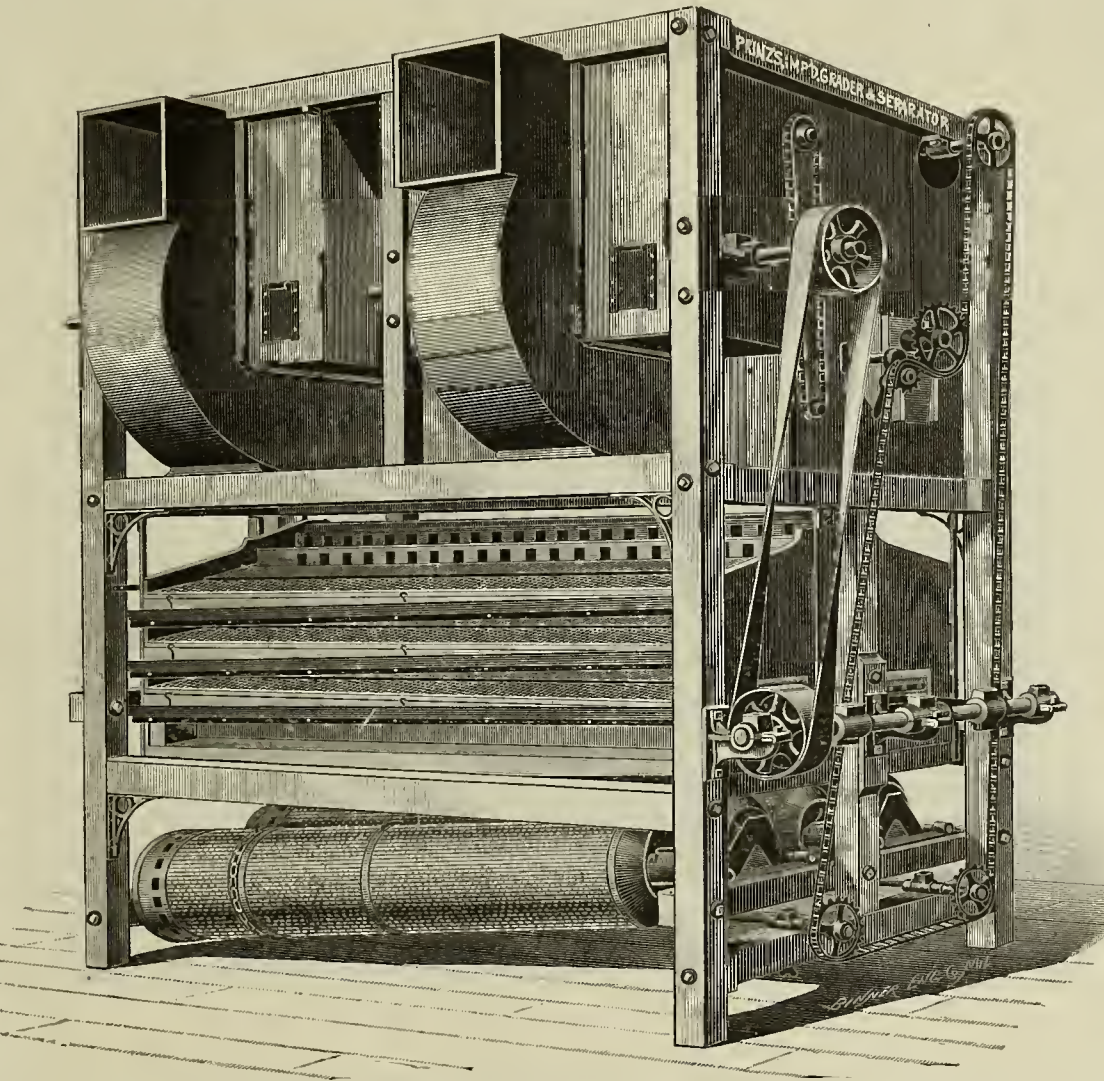
I would much prefer, and I think every other man of experience would also prefer, to have the hopper so constructed as to feed the sheller surely and regularly with-

out moving mechanical devices of any kind, as the latter, while they may be effective in their work, are liable to get out of order and make trouble, perhaps at times when it would be most vexatious; while a well made hopper is there to stay and can be depended upon to work equally well at times during its life. The simplest method of correcting evils is always the best.

PAWNING GRAIN IN RUSSIA.

Consul General Crawford, at St. Petersburg, has transmitted to the Department of State an important report upon the details and workings upon a system now in practice in Russia, resembling certain plans incorporated in the platform of the Farmers' Alliance in this country—of making advances on farmers' grain stored in warehouse or delivered to officials of the railways of the country.

The salient points of the system, briefly stated, are as follows: The advances on grain may be made by any railway, on account of the Imperial Bank of Russia authorized by the Ministry of Finance. They must not ex-



THE PRINZ COMBINED SEPARATOR AND COCKLE MACHINE.

ceed 60 per cent. of the value of the grain at the nearest market place, except in cases of loans for six weeks or less, when an 80 per cent. advance may be obtained. The usual interest is 6 per cent., payable in advance, with further small charges on account of a sinking fund and commissions to railroads. The loans range from six months to one year, and if not repaid at their expiration the grain is sold by the railroad company at auction. Grain may also be sold if in danger of deterioration, or it is feared that the value will not cover the loan and expenses of storage.

The railroad companies bear the entire responsibility for the loan by the bank, and are required to meet their liabilities within seven days of settlement of loan or auction sale of grain. In calculating the percentage of advance, the cost of transportation to the point of destination is charged as part of the loan. No distinction is made between farmers and middlemen in making advances, the loan being made only on the grain.

The Dakotas now find themselves in the position of the land of Egypt during the seven years of plenty when the earth brought forth by handfuls. They are suffering from a congestion of wealth. The granaries are overrun, the elevators are all full and the guest-chamber is thrown open for a royal visitor. The farmer is enjoying the pleasant inconvenience of having more than he knows what to do with. This is a year of rewards.

THE PRINZ COMBINED SEPARATOR AND COCKLE MACHINE.

Of late years many appliances for cleaning and separating wheat have been invented and introduced. At present there are machines offered to the trade at a price where nothing better than a poorly constructed and cheaply built machine can be expected. Mr. F. Prinz, the inventor of the hereindescribed machine, has long been known to the grain trade and milling fraternity, as there are thousands of machines bearing his name distributed all over this and foreign countries; grain men who have lately introduced his grain cleaning machines can testify to the superiority of such machines. Mr. Prinz is not working on the scheme of merely lessening the cost of his machine, but his aim is to construct a machine first, to fully do the work that it is intended for, and second to construct it so no repairs to the machine will be necessary for years. This ought to be thoroughly considered by members of the trade in purchasing machinery. It is far more expensive to have to make continuous repairs, or buy a new machine every few years, than to buy a machine that is substantially and well built and that will last a long time without repairs. The Prinz machine has been in use over five years, and the manufacturers claim, with pride, that it is complete in every detail and will bear the closest inspection and criticism; they also guarantee that the work it does cannot be done with any other machine now on the market so well and easy as on this machine, its capacity being equal to the largest machine.

The grain enters a device on the top of machine, which extracts all large sticks, strings and other large substances. From there it falls on a peculiarly constructed incline into the first suction, and from there it immediately enters into a second suction; both of them are comparatively very large and are connected with two large fans. The two suctions are both regulated by one valve and are easily set.

After the grain leaves the second suction it enters a divider, which divides the grain into two equal streams. Each stream goes to a separate screen or shaker; these shakers are of new invention and work differently from any other shakers. Each shaker contains three or four sieves and the stream of wheat is again parted into three or four streams, so that each sieve receives a part of the grain. On the large machine the feed is equally

distributed on six sieves, each sieve being 8 feet wide, making it in all 48 feet wide and 22 inches long. Persons knowing anything about cleaning grain will readily see the advantage of this large surface. It must also be stated here that on each of these sieves is a cockle sieve which will deliver part of the wheat and all cockle and all foreign seeds on the cockle reels below, which reels will make a complete separation between wheat and cockle. After leaving the cockle reels the wheat from there and from the shakers is all discharged on one place and ready to leave the machine.

The scalper or device on top of machine is formed of a conveyor, with a perforated bottom and an attachment to clean automatically, and therefore can never get clogged up, no matter how much straw, strings or sticks is among the grain. Furthermore this machine is entirely dustless as the suction part is all done before the grain comes to the shaker. Another advantage has been found by taking the screenings, chaff and all light stuff out before the wheat comes to the sieves, then they keep freer and open, and the machine does not take the attention. The manufacturers guarantee the machine in every respect. For circulars and references write to The Prinz & Rau Manufacturing Company, 659 to 663 East Water street, Milwaukee, Wis.

The canals of Pennsylvania were closed Dec. 10.

LARGE WHEAT FOR SEED.

Experiments recently made appear to show the advantage gained by the use of the larger grains of wheat for seed. Seed wheat fully matured was selected out of one bin, and by sifting two lots of seed were taken, one extremely large, the other small. The large weighed 63.9 pounds per bushel, the small only 40.5 pounds, a difference of more than 50 per cent. Each lot of seed was divided into four separate parcels and four separate sowings were made. The land was good wheat land, but not specially manured. The large seed sprouted the quickest, made the best growth, was taller, and on the average made ten bushels per acre more than the small seed. The advantages from the large seed were greater rapidity of growth and development of crop early in the season, greater yield of grain and of straw, better weight and better quality of grain for milling.

STANDARD WEIGHTS FOR GRAIN IN ENGLAND.

Mr. Jasper More is prosecuting with unflagging vigor his campaign in favor of a uniform weight standard for grain. By letters to the public press, and by public meetings in the metropolis and country, he is urging the reform which he wishes to see accomplished, in common with so many other leading men in the agricultural interest. It must be confessed that for a civilized country, Great Britain presents in this matter a spectacle far from edifying. In a small district in the west wheat is said to be sold by thirty different weights. As for the weights and measures used for agricultural produce throughout the kingdom they are without end; one cereal alone is sold by 150 different weights. Under such circumstances the path of the reformer cannot be smooth.

The question is complicated by the fact that even in great centers, where commercial instincts might be supposed to be strongest, the custom of using certain weights or measures for certain cereals has been made a sort of fetish. The Essex farmer who may admit the advantage of selling wheat by the hundredweight, will not hear of selling malting barley other than by measure. The Scottish farmer is above all desirous of keeping a measure or weight of 40 pounds to a bushel for oats. To reconcile these conflicting opinions and interests is a labor worthy of Hercules. In this country anomalies are of daily occurrence and possess a vitality which is not, perhaps, to be seen in any other land. It was nearly a century ago that France asked us to consider a uniform weight, the quintal or 100 kilos (220.46 pounds), but we were then in no pleasant mood with the nation that had just gone through a revolution, and it is said that the letter of proposal was not even answered. At the present day the decimal system, that great lightener of labor, seems as far off from us as ever, in spite of the repeated warnings of our consuls abroad respecting the loss suffered by British merchants from the continued use of weights and measures that scarcely one foreigner in a million understands.

But if a uniform weight for grain in our home markets is ever to be introduced, there can be little doubt as to the choice. The cental, or 100 pounds net, has been suggested, but as the French say, it excites little enthusiasm. The old hundredweight has the advantage of being known to every one, and of being a fraction of the ton. Our weigh-bridges are all constructed on the basis of the ton and hundredweight. The question is, will our farmers accept anything in the shape of drastic legislation? The proposal to make the use of a uniform weight for the sale of grain compulsory, under a penalty of £5, was undoubtedly the cause of opposition in more than one quarter, and it is a question whether legislation, if undertaken, had not better be of a permissive character. All official quotations might be in the national standard, the buyer might have the option of requiring its use, and markets might be empowered to introduce it by an exer-

cise of home rule. One decade of such a *regime* might witness the disappearance of our present anomalous system, or rather no system, in the sale of grain.—*The Miller. London.*

GRAIN ELEVATOR AT MEMPHIS, TENN.

In addition to Memphis' large trade in cotton, considerable grain is handled at that point, and the trade is growing. Adjoining on two sides the elevator shown in the cut given herewith is a package elevator, so that all classes of freight can be handled.

The package elevator has a floor surface of 225,000 feet. Three package legs are used for unloading steamboats. Each is a wrought iron trestle 75 feet long, and reaches from the main floor to the boats. The upper end rests on a carriage that travels backward and forward as the outer end is raised or lowered by the rise or fall of the water. Small engines at the head of each leg furnish the power which runs an endless chain, to which cleats are bolted. Three shorter legs transfer packages from the main to the upper or storage floors. Above the storage floor are four offices. Two tracks are used for shipping and receiving.

The grain elevator, which is run in connection with



GRAIN ELEVATOR AT MEMPHIS, TENN.

the package elevator, is 60x150 feet, and is 250 feet from the river front. At the water's edge are three dock legs, which elevate the grain on to three drag belts. These convey the grain a distance of 275 feet, and discharge it into the elevator sinks, whence it is elevated to the top of the building, weighed, and then spouted to the storage bins.

In that part of the building next to the railroad tracks are six shipping bins, with spouts for loading into cars. A number of spouts are also provided for sacking and loading into wagons.

The buildings are well protected against fire. The grain elevator has a slate roof, the warehouse a gravel one, and the entire structure is covered with corrugated iron. A number of fire plugs have been placed about the building, so that water can be easily obtained.

The grain elevator, which has a capacity of 250,000 bushels, is owned and controlled by the Memphis Grain Elevator and Manufacturing Company. Mr. John K. Speed is president, J. C. Neely vice-president, and T. B. Andrews superintendent and secretary. Twenty-five thousand tons of package freight can be stored in the warehouse. Three steamers can be unloaded at the same time. The receiving capacity of the grain elevator is fifty cars per day of ten hours.

It is estimated that in addition to their immense crops the farmers and farm land owners of Minnesota and the Dakotas are about \$200,000,000 richer than they were a year ago on account of the general increase in the value of their holdings. It has been a most wonderful year for the great Northwest.

INCREASED FACILITIES FOR HANDLING EXPORT TRADE.

The New York *Commercial Bulletin* publishes quite an interesting article upon the general awakening which is taking place in Philadelphia. It says:

The Trident Line of steamers, from Philadelphia direct for London, have had to put on five extra steamers, or nine in all, for December, to take care of the immense amount of business coming largely over the Reading Road, by which it is backed, and which has brought about as much grain into Philadelphia since July 1 as the Pennsylvania Railroad. This traffic is largely through from the West, both by lake and rail, and is mostly received from the Vanderbilt roads and Lehigh Valley, to which is added a large amount of local business. It is asserted on undoubted authority that the Trident Line, or the interests it represents, will shortly add a Liverpool line of steamers (weekly sailing) in competition with the American Line run by Pennsylvania Railroad. It is also said on equal authority that the Atlantic Transport Line, popularly known as the "Tin Line" previously running their boats from London to Swansea, Wales, thence to Baltimore, via Philadelphia, will put on a line of steamers from Philadelphia direct to London next month, that will likely be made weekly also, as soon as its boats are ready.

This, in connection with the Allan Line from Philadelphia to Glasgow and the Red Star Line to Antwerp, whose service is expected to be increased in the near future, will give Philadelphia six established lines of weekly steamers, besides one or two tramp lines, including the "I. G." to Hamburg, or six to ten steamers a week, from that port.

This will be double the weekly steamship service from Philadelphia of a year ago. The increased business consists largely of flour grain, provisions, oilcake and general merchandise. This is truly an awakening of the City of Brotherly Love that is calculated to make its neighbors look to their laurels; for with all the increased export business of this year over last there is not another Atlantic port that can make such a showing as the above. As stated above, this increase is largely due to the development of the Reading Railroad's facilities as a great trunk line, which it may fairly claim to be in view of the surprising, yet authentic, statement that it has brought as much or more grain

to Philadelphia on this crop as the Pennsylvania Railroad.

THE RUSSIAN UKASE.

The Russian ukase is an event in the wheat trade. Of itself, independent of the influence it exerts when magnified and shaded by interested motives, it is quite an innocent affair, says the *Market Record*. A moderate quantity of wheat was all that was ever allotted, in public opinion, to Russia to export from this crop. About 15,000,000 bushels of that is all that remains to be shipped. When the winter with its hardships is over, there may be a repeal of the prohibition of wheat, as there has been already of pulse, oil seed and oil cake. With the repeal wheat to the extent of the lacking 15,000,000 bushels might soon move, and early opinion be fulfilled.

The Northwest could easily supply the missing amount from its excess above what it was supposed by the last Government figures to have. Writers with thin understanding of such affairs are still talking of the American farmers as masters of the situation, when they have very little to do in it except to raise the grain and sell it at the market price, that they govern about as much as they control the weather. When prices for a series of years pay well, the farmers of the world increase the production, and decrease it when prices shrink. That is all there is to it, excepting that temporary fullness may be increased or diminished by accidents, and that the surface of values is usually agitated by speculations.

FALSE CHARGES AGAINST CHICAGO INSPECTION.

"The manipulation of the speculative grade of corn in Chicago," says H. C. Miller in the *Omaha Bee*, "is doing a great injustice to the grain dealers of Iowa, Nebraska and Kansas.

"The injury comes about in this way: The dealers buy corn on strength of the Chicago speculative market, leaving a fair margin between what the speculative grade is quoted at and what good, sound corn is worth in Chicago, the lowest difference not being over 1 cent. On to-day's [Dec. 3] market the difference between such corn as is being shipped from this territory and the Chicago option is over 5 cents per bushel, and for the last three weeks in November it averaged nearly 25 cents per bushel. This unnatural situation placed the dealers in a very unpleasant position, because the farmers saw what corn was quoted at in Chicago, and felt that they were not being paid what corn was worth.

"It works another injustice on dealers, as it prevents them from protecting their cash purchases by selling a future month, as there is no certainty whatever that the Chicago speculators will allow their corn to grade No. 2.

"As a result, in case a future month is sold the seller would have to make good the loss by an advance in the speculative market and his corn would not be enhanced any in value by this manipulation. The only safe course for dealers to pursue is to sell corn to seaboard track buyers here, where it will inspect, or, if they wish to ship on the market and sell on option to protect their shipments, do in St. Louis, where there is an honest inspection."

Chicago speculators have nothing to do with Chicago grain grades and inspection.

The Grain Inspection Department is run by the state and in the interest of no class, but for the benefit of all. If speculators have control of the grades at any point in this country and use their power to defraud shippers, it is not generally known. If it were known, the stampede of unprincipled speculators to that point would be so great that merchants at other points would not dare to deal in that market.

AN OFT EXPLODED FAD.

During the past ten or twelve years, says the *Trade Bulletin* of Montreal, a number of concerns have sprung into existence in the United States and Canada for the purpose, as they alleged, of wiping out the middlemen and benefiting the farmers by doing away with commissions and putting them into the pockets of the farmers. The great majority of these fake schemes, however, have been either run by consummate rascals for the purpose of making money by fleecing the farmers, or they have proven miserable miscarriages through finding it impossible to carry their very plausible theories into practice. How many of these grauger or produce concerns have started under apparently the most auspicious circumstances, only to collapse after a very brief career to the deep grief and mortification of those farmers who were fools enough to patronize them?

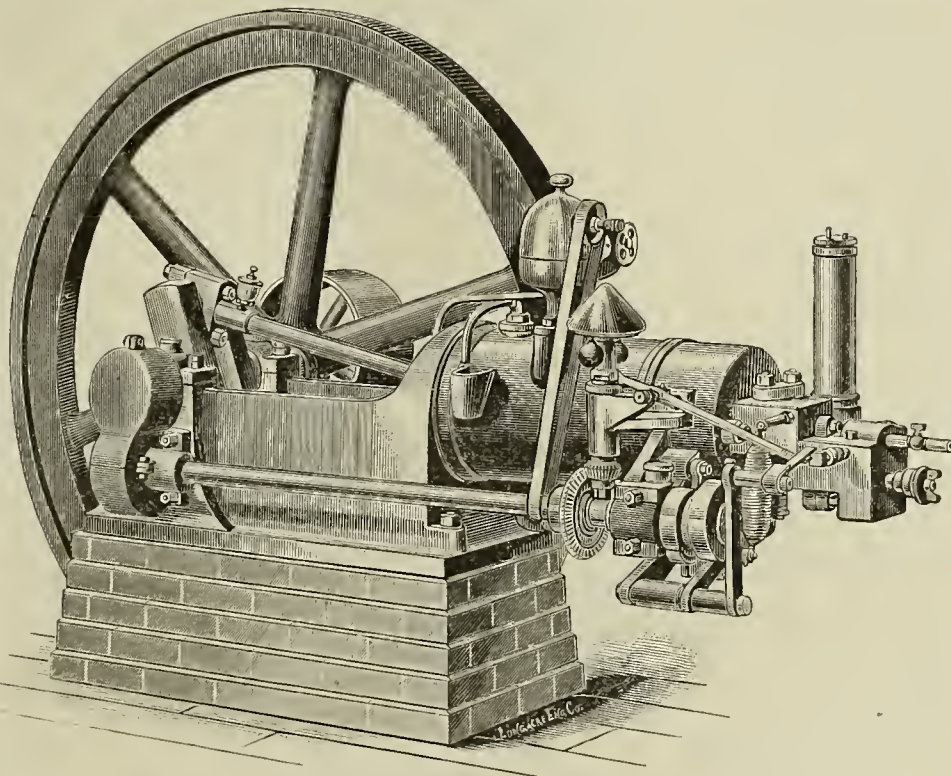
The great aim of the farmer faddist is to sell his produce direct to consumers on both sides of the Atlantic and sweep out of existence the middlemen; but he can't do it! The middleman is just as essential to the conduct of trade as is the producer himself, and in fact it is through the operations of middlemen that farmers can always rely upon receiving full value for their produce. Take for instance the weak state of the cheese market about three or four weeks ago, and we would ask how low would prices have gone, had they not been sustained by the middlemen and their capital? The factory men in numerous instances were compelled to sell and had it not been for the middlemen taking it off their hands English consumers would have had it almost at their own prices, and the present good season for factory men would have wound up disastrously to their interests. And yet despite the incontrovertible fact that the middlemen who purchase or handle on commission the produce of the farmers, and place it in the home and foreign markets at the best values obtainable are looked upon by the farming community as their worst enemies, when in reality they

are their greatest benefactors. It is to be hoped, however, that farmers have been duped often enough not to be again caught by concerns who seek business under the lying pretenses that they can place their goods direct with consumers on the other side and save them the middleman's commission.

THE OTTO GASOLINE ENGINE.

The successful gasoline engine should, first of all, be so constructed as to prevent any leak of gasoline either in vapor or fluid form, and it should besides be simple in design and reliable in operation, for each function belonging to the cycle of work of the engine. Schleicher, Schumm & Co, of the Otto Gas Engine Works of Philadelphia, who have made a national reputation on their Otto Gas Engines, have endeavored to meet these conditions, and the engine herewith illustrated represents the smallest size of such an engine which they have recently placed on the market. No separate apparatus is used for producing vapors, but the gasoline is conveyed to the engine from a supply tank placed outside of building, and only mixes with air when it reaches the engine cylinder, where it is fired at once.

The igniting is done by a hot tube, which has been found so efficient a device with the modern Otto Gas Engines, and this tube is heated by a flame, similar to



THE OTTO GASOLINE ENGINE.

that produced in gasoline stoves, and surrounded with the same precautions for safety. The Otto Gasoline Engine is also fitted for electric ignition, and the engine is so arranged that it can be furnished with either form of igniter as desired.

Among the sizes offered by the Otto Gas Engine Works some are specially designed for electric lighting, running at high speed and adapted for use in country residences, hotels, public gardens and grounds, etc. Other sizes have been made of portable design and are available as farm or contractors' engines, for threshing, hay baling, pumping for irrigation, etc. The size illustrated is of about 4-horse power, and this size has been in demand from grain dealers for running elevators, conveyors, feed mills, corn shellers, etc. The running expense is of course very low, and as compared with gas engines the cost corresponds to that of gas at 60 to 80 cents per 1,000 cubic feet, gasoline being 8 to 10 cents per gallon.

The 'corn' which Schloss claims to have at Memphis must be in barrels and several years old. There is but one form in which any quantity of corn is held in store in the South.—*Chicago Journal*.

The Nebraska State Board of Agriculture will hold its annual winter corn exhibit in Grant Memorial Hall, Lincoln, commencing on the third Tuesday in January, 1892. It is the aim of the board to make this the grandest corn exhibit ever held in the United States, or anywhere else. When parties, for any reason, cannot attend in person, exhibits, prepaid, can be addressed to A. M. Troyer, Superintendent Corn Exhibit, Grant Memorial Hall, Lincoln. They will be cared for and put in place.

GRAIN SHIPPING PORTS OF WASHINGTON.

Any one who is familiar with the natural location of Anacortes and its proximity to the ocean will readily see that it is but a very short time before she will be the principal grain shipping port of the Pacific Northwest. All the city needs to place it at the head of the procession is one or two large elevators and the usual pluck and energy which characterize all her citizens.

In the near future Anacortes warehouses will be the magnet attracting the grain to our wharves, to be sent broadcast throughout the world's markets. The railway freight charges from Eastern Washington grain belts are the same to Anacortes as they are to Seattle or Tacoma. With proper elevator facilities in our city we will be able to prove to the world that "we are in it" as a grain shipping port as much as Seattle or Tacoma, if the following from the *Seattle Press Times* is any argument:

"Although the wheat movement here is said to be not as great as that of Tacoma," said a prominent railway man, "yet it is apparent to all who know anything about grain transportation that Seattle will eventually become the greatest wheat shipping port in the Pacific Northwest. The reason for this is plain. All ships which can get wheat at Seattle will load here, as it saves both time and the expense of nearly sixty miles' towage. The railway freight charges are the same from the grain belts of Eastern Washington to Seattle as they are to Tacoma. Hence the matter reduces itself to the very simple proposition that just as soon as we get facilities for handling it, we can get more grain than any other city on the coast."

With Anacortes ninety miles nearer the ocean (180 miles less towage) than Seattle, and with the same rates from the grain belts, which she now has, any person with even ordinary intelligence can see that Anacortes will be the future grain shipping point of the Northwest.—*American, Anacortes, Wash.*

TWO-ROWED BARLEY IN ONTARIO.

A good deal of six-rowed barley is going to Britain. It sells there at 25 shillings per 400 pounds, which leaves the shipper on this side with about 48 cents per bushel net. The Russian prohibition has had the effect of creating a demand in other European countries for almost everything in the shape of foodstuffs. Barley is being shipped from Toronto to Antwerp and

oats in considerable quantities to Britain, where there has been a short crop. The barley rate from Ontario points to Britain is about 50 cents per 100 pounds, or say 7½ cents above the rate for wheat. The rate for oats is 10 cents above the wheat rate. Some two rowed barley has been grown in Ontario this year and sent to England. The sample is a good one, but the question is whether after two or three years' cultivation it will not deteriorate and become light and "steely." This has been the experience of farmers across the line, who have tried to raise two-rowed for the British market. The Department of Agriculture at Washington has made experiments in all parts of the United States, and has found that the tendency of the variety is to run down. To come to perfection two-rowed requires a long, cool summer with a moist atmosphere as in England. Those conditions are not obtainable on this continent except perhaps in the northern high lands of California. The barley acreage in Ontario was much reduced this year, and it is feared by many, who have no faith in the ability of the farmers to raise two-rowed as a regular paying crop, that the acreage will be still further diminished. Under any circumstances the cultivation of two-rowed for Britain is merely a second-best resort. The barley which grows to the greatest advantage in Ontario is the six-rowed.—*Globe, Toronto*.

If you want a weak-kneed grain elevator that will get tired and have the leans every time you fill it with grain, give your contract to a barn builder. If you want a strong elevator that will hold any load you can put in, give your contract to a responsible firm that has made a specialty of building grain elevators.

FIREPROOFING OF ELEVATORS.

The *Northwestern Architect* has begun a timely agitation of constructive means for improving the great fire risk in grain elevators. Its suggestions are only in the direction of prevention by a system of fire sprinklers, but we believe that more could be accomplished by a change of the material used, or else for fireproofing the present wood material. The problem is to render a building fireproof, and yet retain the stiffness and strength together with reasonable cost of construction. As now built wood is almost the only material used, the frame being generally of boards laid flatwise, and of bins, cross-beams and struts, also of wood. All this, when covered with dust from the grain presents the very best material for a fire, and by its close construction and want of openings for the introduction of water from a fire engine, renders it, once ignited, totally unapproachable and destruction certain. Taking the great quantity of lumber into consideration, it would seem that iron or steel could more profitably be used. It would not render the building heavier, and would add both stiffness and strength, and alleviate the present danger of fire to a degree that even with a considerably higher first cost an iron construction would pay. Even if wood were used in the construction of the bins, and it was essential to use wooden beams for the supports and trusses, the same principle of covering with clay and corrugated iron and lining the bins with iron could be introduced in elevator structures as is used to create a slow burning system in business buildings. Such a building would present little combustible material except the fluff and dust from the grain, and danger from this source could be obviated by placing a perforated pipe system throughout the building to furnish water to extinguish a fire that might happen to get started. The ever-increasing cost of lumber and the cheapening of iron, together with the high insurance risks should lead architects, builders and owners to a consideration of this problem, and if the same intelligent effort were given that has been to produce slow burning factory and business buildings, it would be found that large modifications and high immunity from fire risk could be attained, that would save most of the frightful waste that annually occurs with grain elevators as at present constructed.—*Millstone*.

CHICAGO AND NORTHWEST GRANARIES.

The second ordinary meeting of shareholders of the Chicago and Northwest Granaries Company (Van Dusen system, etc.) has been held in London. Seton Karr, M. P., presided, and in moving the adoption of the report and balance sheet, said that after writing off £396 against preliminary expenses, and providing £7,200 for interest on the debentures, there remained a balance of £12,758. Of this sum the directors proposed to appropriate £3,000 toward the £5,000 of the debenture sinking fund, and to pay on the preference shares a dividend at the rate of 8 per cent., leaving a small balance to be carried to the next account.

The directors regretted that they were unable to propose a dividend on the ordinary shares. They had had two great difficulties to contend with—a short wheat crop and a tight money market. They had handled during the past year at their country houses and at their terminal elevators 1,432,088 bushels of wheat, as compared with 2,184,630 in the preceding year. The cause of this decrease of 752,542 was that in the south and west of Dakota, where the company's houses were situated, the crops had been seriously injured at a critical period of the year by drouth. In addition to the wheat they had handled 412,922 bushels of flax, but upon this they received very little profit. The tight state of the money market was but a reflection of the state of things that had prevailed in London. The result was that their interest account, of which he had held out hopes of a reduction, was very much the same as last year's. During the past twelve months they had for the first time the benefit of their full working capital. A tight money market meant good carrying charges; the actual charges had been 7 cents a bushel, as compared with 5 cents in the previous year. Improvements and repairs had been made at a cost of \$7,000, which had been carried to the profit and loss account.

The prospects of this year were highly satisfactory. The wheat crop of America was put down at 600,000,000 bushels, and the carrying charges were good. The costs of the London management had been reduced from £3,294 to £2,057, and would be limited to £1,000 until the

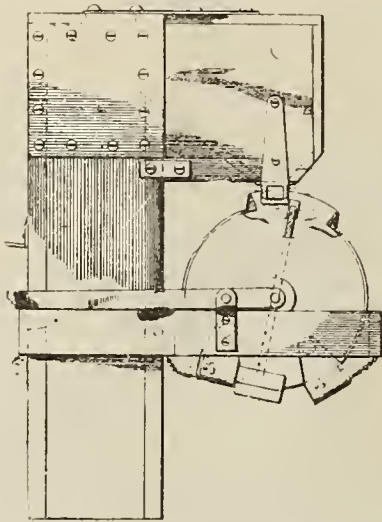
company could pay a dividend of, say, 8 per cent. upon the ordinary shares. The directors proposed to induce the debenture holders not to insist upon compulsory drawing of the debentures at 110, but to allow the £5,000 sinking fund to be used for the purchase of debentures in the open market. This would improve the market for debenture holders, and would enable the company to redeem the debentures at a lower figure than 110. A dividend of 8 per cent. on the preference shares was declared.

A GRAIN METER

A patent has recently been granted to John Henry of Ardock, N. D., for the grain meter illustrated herewith.

His claim is for the combination of a vibratory hopper with a frame, valves for opening and closing the hopper, and flexible connections extending from the valves to the frame, and adapted to limit the drop of the valves when the hopper vibrates.

A scale-beam is fulcrumed on the frame and the hopper is pivotally supported on the beam to one side of its ful-



crum. Flanges on the valves engage flanges on the hopper. The hopper is divided into two compartments and each is provided with a valve. A cord or chain connects the valve with the frame. A stop on the chute is adapted to hold the hopper so that grain will flow from the spout of the chute into only one compartment at a time. A yoke is pivotally supported in the frame and has a weighted arm.

FACTS ABOUT CORN.

There are differences between yellow and white corn independent of the color. The former contains more starch and will make more whisky, and is preferred for animal food where fattening is the object in view. The latter has more gluten and oil, and is almost universally preferred for bread. As food for horses, where nerve and bone nutriment are more desired than fat, white corn has the preference. White corn is considered as coming nearer to oats than yellow corn, and is therefore better food for working animals. So far as the results of analysis are known white corn has about 1 per cent. more of the muscle forming elements than yellow corn, but the relative value of the two varieties in this respect has not been very accurately determined.

The corn plant is one of the most widely distributed, but every section has a type best suited to its soil and latitude, therefore the interchange of seed Northern or Southern grown is not a safe practice if the distance to the North or South is a long one. From East to West the transfers may be longer. Corn planted in the North from a Southern seed grown in longer seasons is almost certain to be caught by frost. The plant, however, has the faculty of becoming acclimated, and under a few years of cultivation of adapting its growth and period of ripening to the seasons of the sections to which it is grown.

A traveler through several states in Mexico writes: Drouth has been followed by famine in the interior districts of Chiapas and the northern portion of Guatemala. Outside aid was not to be had promptly, because of a lack of facilities and because the real situation was not really understood. At San Cristobal, Sitala, Tirpalapa and Teopisca, the main cities of Chiapas, there was scarcely enough food for a day's full rations, and in the small villages and isolated spots food is exhausted. Nearly all the live stock has died or been killed for food. Whole families have died from starvation and disease, caused by insufficient food.

CINCINNATI AS A GRAIN MARKET.

In turning attention to grain interests centering in Cincinnati we find that statistics of movement of grain have ceased to serve as an index of the volume of business done here, although from this point of view a steady growth is shown. In grain, as in the provision trade, the geographical position of the city, and its extensive connection with transportation systems, give it advantages which have as yet been but partially utilized and developed. Besides the large consumption of grain here, in brewing, distilling, starch manufacture, and in other channels, it is a great and growing distributing point for the milling interest, not only situated immediately adjacent, but far away eastward, and northward, and covering a vast field southward, while at the same time the seahoard and foreign markets draw largely upon the trade of our grain merchants for supplies.

With the changes and economies incident to extension of transportation facilities, a larger proportion of grain finds direct movement from supply regions to consuming districts, and Cincinnati dealers have become the medium for an enormous business of this nature, which is not reflected in the usual commercial statistical comparisons. This field is susceptible of being greatly widened, and it is not too much to expect that Cincinnati may become in a very few years the great clearing house for distribution of actual grain for the West and South.

The local handling of consignment grain would be promoted by enlargement and betterment of terminal facilities. With railway yards at undesirable distances from each other, and with insufficiency of elevator and transfer accommodations, the local trade has much to contend with.

These disadvantages take the form of an increased tax upon the trade, and to this extent operate against this market. What Cincinnati needs is a liberal and just concession to transportation systems for terminal business, so planned as to imply the minimum cost for service. The most comprehensive plan for securing this would be the filling up of the Mill Creek lowlands northward from the system of railway tracks now paralleling the Ohio River, and occupancy of all needful area for concentration of railway service in the handling and movement of produce and merchandise.

Cincinnati has a grand opportunity for securing and enlarging business in grain and other lines. It needs a few aggressive spirits to unite in a proper movement, and when that which is so readily within reach shall be secured, there will follow a sense of surprise that the day of its realization could have been so long delayed. Cincinnati already in an emphatic way has asserted high claims as a grain market, and may be expected to rapidly advance to a far more significant position.—*Cincinnati Price Current*.

INSPECTION AT KANSAS CITY.

Recently the grain merchants in this market rose up in their might and protested against the "incompetency" of two inspectors employed by Chief Inspector Haskell on the Kansas City, Kan., grain inspection force. The next day Inspectors Barnhill and Carson were summarily dismissed from the force, this action being taken to prevent the merchants from withdrawing from the Kansas inspection. The merchants have still another grievance against the Kansas inspection department. In Missouri and most other states governed by inspection laws No. 3 hard wheat is not required to weigh more than fifty-five pounds to the bushel, but in Kansas it must weigh fifty-six. This rule works a hardship on the producer, who must oftentimes suffer his grain to be graded "rejected" by the Kansas department, whereas in some other state it would be graded No. 3 and be worth from three to five cents a bushel more. When the Kansas grain inspection law was enacted the great cry was protection to the farmers, and the result of its operations in the particular stated is to rob the farmer of one grade on wheat in many instances. There is likely to be more of a clash between the merchants and the Kansas department and the prospects for a conflict with the Missouri department are not bad.—*Modern Miller*.

During the last week of November the farmers in Minnesota and Dakotas marketed 6,500,000 bushels of wheat, bringing the total amount of wheat which they have marketed so far this crop year up to 75,000,000. The end is not yet.

Trade Notes.

But words are things, and a small drop of ink,
Falling like dew upon a thought, produces
That which makes thousands, perhaps millions, think.

The ties that bind a business house to the public—advertise!

The Keystone Iron Works Company of Kansas City, Mo., has passed into the hands of a receiver, Benjamin Schnierle.

It pays to advertise at all times, and under all circumstances, if you only use the right medium in which to make your wants known.

Edward D. Mayo, a draughtsman of Minneapolis, has patented a double-swivel grain distributing spout, and has assigned his rights to Barnett & Record, the elevator builders.

It was a Missouri Man who Advertised that he had hidden his Money in a Corncrib, and Warned all Persons to keep away from the same. Loss next Night, \$650; no clew.

Don't let any merchant think that because he has done a good season's business he can afford to stop advertising any more than if after eating a good meal he should give up eating for the rest of his life.—*Fruit Trade Journal*.

J. A. Campbell & Son, designers and builders of grain elevators of Lincoln, Neb., write us: "We have had a good trade this season and work still holds on. It looks like it would take blizzards to stop elevator building in Nebraska this year."

The Weber Gas Engine Works, successors to the Lloyd Foundry and Machine Company of Kansas City write us: "We are pleased to report business excellent; in fact, we are considerably behind on orders, notwithstanding we are running our shops night and day."

Schleicher, Schumm & Co. of Philadelphia, engineers and builders of the Otto Gas Engine, have received from Germany information that, at the Strasburg Industrial Exposition, where a number of gas engines of all makes were exhibited, they were awarded, for their Otto gas, gasoline and petroleum engines, the highest diploma and gold medal for superior design and workmanship."

H. W. Caldwell & Son of Nos. 127 to 133 West Washington street, Chicago, general machinist, conveying, elevating and power machinery, wood-split pulleys, etc., inform us that trade has been remarkably active with them this year, although many in their line have been complaining. They expect to finish up the best year's trade they ever had, and look upon the coming season as full of satisfactory development.

The Charter Gas Engine Company of Sterling, Ill., recently installed a Charter Gas Engine at Fort Wayne, Ind., that uses natural gas. The engine is of 10-horse power, and drives the machinery of a coffee roasting establishment to the entire satisfaction of the proprietors, G. E. Bursley & Co. The "Charter" and natural gas make a combination that approaches the perpetual motion dreamt of by long-haired inventors.

Eight days after the publication of the first number of the AMERICAN ELEVATOR AND GRAIN TRADE containing the advertisement of J. L. & H. W. High of 123 North Third street, Philadelphia, makers of engines, boilers and electric motors, appeared, they wrote us: "We have not as yet sold anything through your paper, but have had a number of inquiries; and on the day after your paper came out we had an inquiry by telegraph. This looks as if the paper was reaching the people we want to get at."

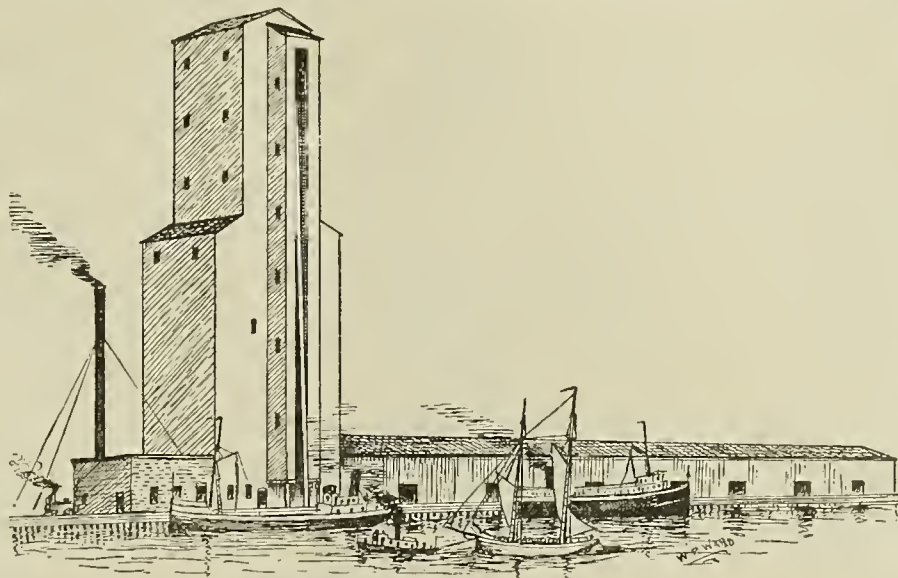
"Never fix the price of anything so low that you can't afford to advertise it." "Circulars hit only once, if at all, and are then consigned to the waste basket." "Don't advertise spasmodically—keep at it. Your particular line of goods may not be wanted to-day; they will be sought to-morrow, or the day after." "Don't run the same card from January to December. Change occasionally. Don't get into a rut. Have some vim." "People won't and can't guess that you have a good thing." "Success means thought. It costs no more to

publish good matter than poor. Prepare your matter carefully; make it attractive; don't crowd; let your catch lines be bold."

"I am done advertising in schemes," says one of *Fibre and Fabric's* regular advertisers, after perhaps a bitter experience. The whistle is worth its cost if it does not cost too much. One firm in this city will not do any legitimate newspaper advertising, but will go into almost any scheme presented, and in this way thousands have been wasted in from \$5 to \$25 ventures. It is a well-known fact to the most successful business men that persistent and continuous advertising in well established papers is most profitable. The one who listens to schemes divides his strength between the schemes and his business.

NEW ELEVATOR AT ST. JOSEPH, MICH.

Since the Vanderbilts secured control of the Cincinnati, Wabash and Michigan Railway which terminates at St. Joseph, Mich., a marked change in the policy of the road has taken place. Last spring the Milwaukee and Eastern Transit Company was organized to operate a line of steamers between Milwaukee and St. Joseph to connect with the C., W. & M. R. R. Only one vessel was chartered at first, and it did not pay expenses for some time, but later in the season the company had more freight than three large propellers could handle, even when making a trip a day. It soon became evident that, if facilities were provided for handling grain large quan-



NEW ELEVATOR AT ST. JOSEPH, MICH.

ties of this commodity would be shipped from Milwaukee by the new route. A transfer elevator has been built at St. Joseph, and the propellers will run whenever the weather will permit.

The contract for the elevator was let by the railroad company to the Metcalf-Macdonald Company, elevator architects and builders of Chicago, and work was commenced Sept. 1. The site selected is near the intersection of the St. Joseph River and the Benton Harbor Canal. The ground being low and marshy, piles were put in.

The first story, thirteen feet in height, is constructed of very heavy framework. The second story, fifty feet high, contains eleven bins. These are constructed of scantling spiked together flatwise. Above the second story is a tower fifty feet high containing two elevators.

The total height of the elevator is 118 feet, and it will be entirely covered with corrugated iron. The engine house is built of brick and contains the latest and best machinery. The structure will soon receive a large amount of grain already contracted for by the transportation company. The elevator is provided with power car pullers and other conveniences.

The power necessary to operate the machinery of the elevator is obtained by rope transmission, manilla rope being used.

The storage capacity is 55,000 bushels, with an elevating capacity of 4,000 bushels per hour. A special feature of the marine leg in this house is the manner in which it is hung. Some of the railroad company's boats engaged in carrying grain have very small constructed hatches passing through several decks. This made it necessary to construct a leg that could be lowered into the boat either in a vertical position or at an angle. This is accomplished

by hanging the head of the leg at the outer extremity of a pair of boom arms or shears. The lower ends of these arms are pivoted to a cross head. The cross head is a heavy timber frame and is held between vertical guide posts, thus allowing it to be moved up and down through a vertical distance of thirty-five or forty feet. The outer ends of the arms—and consequently the marine leg—are operated by separate winches. By raising the cross-head the whole mechanism may be raised or lowered at will, while, by means of the arm winch, the head of the marine leg may be placed in any position desired over the hatchways.

The steam power plant, which consists of a 75-horse power engine and boiler, pumps, etc., came from the Atlas Engine Works, Indianapolis, Ind., the other machinery was supplied by the Webster Manufacturing Company of Chicago.

Through the courtesy of the proprietor of *The Evening Press* of St. Joseph, Mich., we are enabled to publish the illustration of the elevator given herewith.

HOW RATES ARE MADE.

W. E. Winner of Kansas City tells the following story to show how railroad freight rates are made. "I know a man out West who learned that hay was selling for \$40 per ton in Tucson, Ari. He could buy the same hay for \$4 in Los Angeles. My man went to a freight agent in Los Angeles and wanted to get a rate on hay by the carload lot from Los Angeles to Tucson.

"He wanted to make a contract with the road.

"How much is hay worth in Tucson?" asked the freight agent.

"Forty dollars," answered my guileless friend.

"What can you buy it for here?"

"Four dollars."

"The rate to Tucson is thirty-four dollars per ton," said the agent. "That will leave you a profit of two dollars per ton, and you can make a nice thing out of it."

"Think of that," continued Mr. Winner. "Thirty-four dollars per twenty hundred-weight from Los Angeles to Tucson. Now that is the way all railroad rates are made. The railroads want it all. And they will get it so long as we have no lines which we can control absolutely in our own interest. We will never have cheap coal or cheap anything else here until we get railroads of our own. I have tried the coal business and quit it just because the railway companies watched me

to see what I made and took it all, only allowing me a fair living. They do not like to drive a man out of business, but they keep him as near broke as they can."

FLAXSEED AT CHICAGO.

The flaxseed received at Chicago during the first eleven months of this year, according to the report of Flax Inspector S. H. Stevens, was graded as follows: No. 1, 10,222,850 bushels; Rejected, 809,050 bushels; No Grade, 201,300 bushels. In addition to the foregoing, 44,000 bushels were received that were not inspected. The receipts during the same period of 1890 were: Graded, 6,045,000 bushels No. 1; 449,500 bushels Rejected; and 264,500 bushels No Grade.

The receipts and shipments by months have been as follows:

	RECEIPTS.		SHIPMENTS.	
	1891.	1890.	1891.	1890.
January.....	264,000	164,500	199,040	157,698
February.....	172,700	122,500	231,913	84,462
March.....	265,650	93,000	451,215	131,890
April.....	396,550	93,000	599,309	158,957
May.....	328,350	69,500	463,559	121,587
June.....	414,150	48,500	483,208	59,818
July.....	315,150	129,500	556,505	57,574
August.....	574,200	1,056,500	401,680	520,380
September.....	2,728,000	1,999,000	1,491,716	959,790
October.....	2,891,000	1,821,000	2,520,724	1,315,469
November.....	3,023,350	1,162,000	1,516,779	703,476
Total.....	11,374,000	6,759,000	8,915,701	4,271,101

This year's hop crop in the United States is 243,000 bales, against 204,849 bales last year, and 217,618 bales the year before.

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WILL PAY BETTER.

Editor American Elevator and Grain Trade:—I have taken charge of an elevator at this place for the Fowler Elevator Company of Omaha, Neb., and have a good steam elevator to run. There is considerable wheat, oats and corn in this country and elevators will pay better this year than they did last year. Wishing you success, I remain

A. THOMPSON.

Loup City, Neb.

CONSIDERED ESSENTIAL.

Editor American Elevator and Grain Trade:—I operate two grain elevators at this point and think your journal is quite essential to us. Inclosed please find \$1.50 for one year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE and *American Miller*, beginning with the November number.

Yours truly, GEO. W. PETERSON.
Leonardville, Kan.

INDISPENSABLE.

Editor American Elevator and Grain Trade:—The AMERICAN ELEVATOR AND GRAIN TRADE is becoming more and more interesting and after several years' experience as a subscriber I regard it an indispensable source of information. Kindly send to my address two copies of the November issue for which find stamps inclosed.

Very truly yours, C. B. ROWLEY,
Manager Girard Point Storage Company.
Philadelphia, Pa.

SOLD ELEVATOR.

Editor American Elevator and Grain Trade:—I have sold out my elevator and will retire from the grain business. Your journal is worth three times the price you charge to any person in the grain business for all the useful information it contains, and I would not do without it did I remain in the trade.

Respectfully yours, A. MOJONIER.
Chatham, Ill.

PURCHASED TWO ELEVATORS.

Editor American Elevator and Grain Trade:—I have just bought the 18,000-bushel elevator of H. C. Thompson & Co. and the 12,000-bushel elevator of I. Thomas at San Jose, Ill., and take possession the first day of December. The H. C. Thompson & Co. Elevator I have refitted with a Victor Corn Sheller and Cleaner, and will run the business of both elevators with one engine.

Respectfully, M. R. ARMINGTON.
Natrona, Ill.

HAS SUCCEEDED.

Editor American Elevator and Grain Trade:—E. M. Walbridge & Co. have been succeeded by myself as buyers and shippers of grain, seeds and baled hay. Having moved from Randolph please change the address of my AMERICAN ELEVATOR AND GRAIN TRADE to this place. Inclosed find \$1 for one year's subscription, and be sure to send the November number as I do not wish to miss a month's issue.

Yours respectfully, E. M. WALBRIDGE.
Northfield, Rice Co., Minn.

DISSOLVED AND FORMED NEW PARTNERSHIP.

Editor American Elevator and Grain Trade:—The partnership heretofore existing between T. Densmore and J. E. Coy of Mason, Mich., under the firm name of Densmore & Coy, dealers in grain and seeds, has been dissolved by mutual consent. A copartnership has been formed and is now existing between J. E. Coy, R. G. Coy and W. G. Grow as successors to the firm of Densmore & Coy, and doing business at their old stand under the firm name of J. E. Coy & Co. Please find inclosed

\$1 to apply when our subscription to the AMERICAN ELEVATOR AND GRAIN TRADE expires.

Yours, J. E. COY & CO.
Mason, Mich.

ARE MUCH PLEASED.

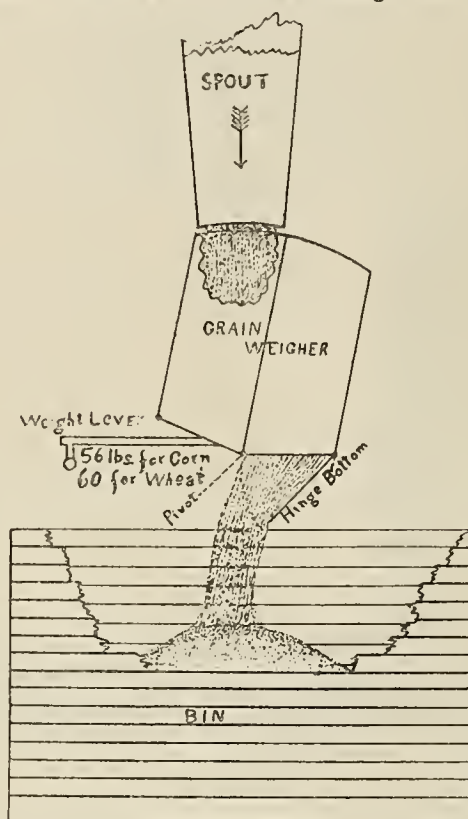
Editor American Elevator and Grain Trade:—We are much pleased with the sample copy of the AMERICAN ELEVATOR AND GRAIN TRADE, and with pleasure inclose you \$1, our subscription for one year.

The forwarding trade by the St. Lawrence route is closed for this year, and on the opening of navigation in 1892 we may be able to give you some items of interest.

Yours truly, WM. STEWART,
Managing Director Kingston & Montreal Forwarding Co., Ltd.
Montreal, Que.

CALLS UPON READERS.

Editor American Elevator and Grain Trade:—I am trying to locate a patent Automatic Grain Weigher and Register, a representation of which I herewith inclose, or as near as I can draw it from memory. The device is a square sheet-iron box, holding one bushel of grain. This box is made with two equal compartments. Each compartment is fitted at bottom with hinged bottom with



locking attachments for fastening it when the grain is running into it. The box rests on a roller or pivots in such a way that it has room to rock on this center about six inches.

The operation is this: The grain is discharged into one compartment from spout or elevator above the register, and as soon as this compartment is full the weight of the grain tilts the box so that the empty compartment is brought under the discharge spout, and the full compartment is emptied into bin below and at the same time the half-boxful so emptied is registered. The tilting mechanism has a beam and weight something on the principle of a scale, so that the machine can be set according to the kind of grain that is being weighed.

If any reader of the AMERICAN ELEVATOR AND GRAIN TRADE ever heard of anything of this kind I would be very grateful for any information concerning it that he might feel disposed to give. I have a small elevator and not enough business to justify my putting in a \$600 track scale. Something of this kind would be immense for me if it were correct and accurate.

Yours truly, C. S. MAXWELL.
Clyde, Mo.

INJUSTICE TO GALVESTON.

Editor American Elevator and Grain Trade:—Your mention in the October number of this journal of an article by one Haupt, an alleged C. E., does great injustice to Galveston and this section of country. Before beginning work on our jetties we had only 12 feet of water on the inner bar and 11 feet on the outer bar. The work is not half-finished, and the water on the inner bar is now 24 feet deep, and on the outer bar from 15 to 16 feet, and the first jetty is not yet within a mile of the outer bar. Very little lightering is done here, and vessels come and go carrying 10,000 bales of

cotton or 100,000 bushels of wheat without lightering any. The animus of Mr. Haupt's article is found in the fact that he submitted a plan for this work, which was rejected. The Eads system, backed by the judgment of the government engineers, has been adopted and is already a success. Judging by the results of the work already done, we can safely count on all the water needed to float the largest navies of the world. This Haupt article has been published all over the country during the past six months, and the reason for it is as above stated, or else it is published in the interest of some of the various real estate fakes along the Gulf coast. We are

Respectfully yours, WILLIAMS & CASH.
Galveston, Tex.

WHY NOT USE CENTAL INSTEAD OF BUSHEL.

Editor American Elevator and Grain Trade:—You request us to write if anything of interest occurs. Can some one answer the question, why we, in this great and enlightened country, do not buy all grains by the hundred pounds instead of the 32, 48, 56, 60 pounds, etc.? The writer cannot see the least objection to doing this. It seems as if nothing would be lost, but everything gained.

We buy flax by the bushel. It goes to Chicago and is docked, not by the bushel but by the hundred pounds. Before it starts on its way to Chicago I weigh out a car of 500 bushels. Then I make out a bill of shipment. I have then to convert the bushel into pounds for the railroad company. The state weighmaster, be he of Illinois or Minnesota, gives his weights in pounds, not in bushels. In wheat it is the same. How much easier for all who have the handling of grain would it be if this old way of buying by the bushel was done away with! How much easier the money could be figured out!!

This question was agitated some years ago, but I have not heard anything of it since. Will some reader of the AMERICAN ELEVATOR AND GRAIN TRADE give the objections through this journal, if there are any, as to why grain should not be bought and sold by the hundred pounds instead of by the bushel.

The article on "The Middleman in Grain" in the November number of your journal is a good one and ought to be copied by every country paper.

Yours truly, A MINNESOTA "MIDDLEMAN."

ADVANCES ON CONSIGNMENTS.

Editor American Elevator and Grain Trade:—One evil connected with the consigning of grain causes me much inconvenience and expense, and I doubt not that other shippers suffer likewise yet complain not. Several firms that I ship to have announced that they would make liberal cash advances on consignments, yet when I consign grain to them and send bill of lading with the request that they send me a stipulated sum, they are very slow to send any, and often refuse to send the amount asked for, although it is certain that my grain will bring much more. One house responds to my request by sending small amounts day after day until the grain is sold, then they send the balance.

Sometimes I make a draft on the commission man and send bill of lading with it. In some cases I have been rewarded for my trouble by having to telegraph back to deliver bill of lading to consignee as he had refused to pay draft, claiming it was for too large a sum. I have been compelled to do this several times to avoid heavy damage charges.

If commission men at central markets would agree to advance shipper a fixed percentage of the market price of the contract grade of his grain ruling in their market the day he ships, it would save us much trouble and some expense.

If I always shipped to the same market or to the same firm I would probably experience no difficulty in making satisfactory arrangements regarding the amount of the advance to be made on consignments, but I do not do that way, as I prefer to divide my shipments among different firms. The commission men may have a good excuse for refusing to make satisfactory advances, but I have never heard of any. The commission man may intend to do what is right. He could oftener do that which is right and fair.

CONSIGNOR.

A farmer in Dawson county, Neb., whose rye crop yielded forty bushels per acre, was offered 85 cents per bushel, which, had he accepted, would have brought him \$6,900.

THE OLD WINNOWER MILL.

They've machines to cut grass,
And machines to rake hay,
And machines to winnow
A new-fashioned way;
But the winnowing mill
On my grandfa her's farm
For my fancy possesses
A wonderful charm.
Oh, the winnowing mill! Oh, the winnowing mill!

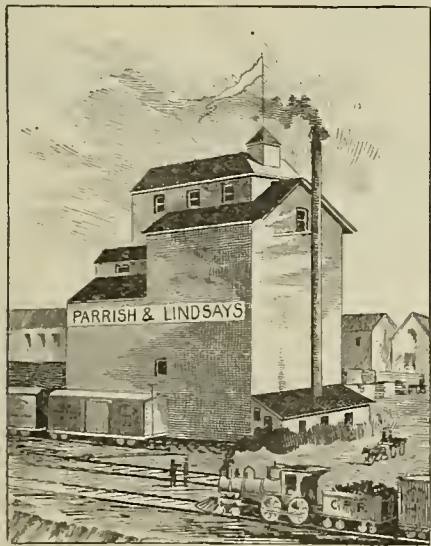
How eager we crowded
Within the barn door
When the mill was brought out
On the neatly swept floor;
While bushel by bushel
The grain was poured in
To the hopper, then winnowed
And put in the bin.
Oh, the winnowing mill! Oh, the winnowing mill!

The chaff, gaily whirling,
Was blown in a heap,
To be burnt in a bonfire
'Twas too poor to keep,
While the hum and the rhyme
Of the side-wheel and band
Were true farmer music—
'(They turned it by hand).
Oh, the winnowing mill! Oh, the winnowing mill!

How we longed for those days
When the sifting was done
By the open barn door
In the gleam of the sun!
Like a phantom it flits
Through my memory still,
And I sigh for the days
Of the winnowing mill.
Oh, the winnowing mill! Oh, the winnowing mill!
—Caroline W. D. Rich.

ELEVATOR AT BRANDON, MAN.

One of the largest grain elevators in Canada west of Port Arthur is that of Parrish & Lindsay at Brandon,



which city enjoys the distinction of receiving more grain direct from the farmers' hands than any other town in Manitoba.

The main part of the elevator was built in 1882. Size, 30x40, with engine room attached. It was run by a 12 horse power Waterouse Champion Engine, had two elevating legs, one for receiving and one from cleaner. The receiving capacity then was about 6,000 bushels per day, and the cleaner being a Barnard & Leas No. 3 the elevator in busy season had to be run night and day to get the grain cleaned. The storage capacity of first building was 40,000 bushels.

This year this enterprising firm built an addition 25x40 and same height, although the cut does not show it, so they now have a capacity of about 75,000 bushels. The elevator has two receiving hoppers and can take in 10,000 bushels per day if necessary. They also put in a new 16-horse power engine, and a Monitor Receiving Separator No. 5, which has a capacity of from 600 to 1,000 bushels per hour, and with the old machine they can now clean all the grain as fast as it comes in. They have one weighing-out hopper for weighing into cars, and can load and weigh a car out in thirty minutes.

The elevator has handled from 200,000 to 350,000 bushels per year, and this year Parrish & Lindsay expect to handle 300,000 bushels of wheat. They buy oats, wheat and barley, which are the only kinds of grain grown in that section. They handle about 100,000 bushels oats and about 25,000 bushels barley. The barley, they write, never amounts to much in that country, as the farmers care for everything else first and it has to take its chances of being harvested in a salable condition, and as a consequence usually has to be sold for feed.

The only way they will store grain for farmers is on

condition it is shipped inside of one month. There is not much of this done as it never pays the farmers to do it, and they are fast finding this out; the other elevators at Brandon handle on same terms.

The firm of Parrish & Lindsay consists of W. L. Parrish and W. J. Lindsay. In addition to grain they handle flour and feed.

Queries and Replies.

Questions and answers are inserted under this head free of charge and all are invited to avail themselves of this column.

No. 19. Elevators at Galveston.—In answer to the question, No. 13, from Buffalo, published in the AMERICAN ELEVATOR AND GRAIN TRADE of Oct. 15, 1891, we beg to say that the "Texas Star Mills" of this city have an elevator of about 250,000 bushels' capacity, but that the new 1,000,000 bushel elevator now being built is owned exclusively by the Galveston Wharf Company. The contractors are James Stewart & Co. of St. Louis, Mo., and the president of the wharf company, J. S. Brown of this city.—WILLIAMS & CASH, Galveston, Tex.

No. 20. Diagram of Improved Elevator and Mill.—I propose putting into our "Atlantic Elevator" a mill to manufacture oatmeal, cornmeal, split peas and pearl barley, and also machinery for cleaning and scouring wheat and other grains. I would like to have the addresses of parties who can give me a diagram of such a building of the most modern kind.—H. MOORES of H. Moores & Co., Kingston, Ont. [Write to elevator architects whose addresses appear in this issue. As to oatmeal, cornmeal, etc., write C. O. Bartlett, Cleveland, O.; Wm. F. Schlachbach, 184 Dearborn street, Chicago; K. F. Snow, Cleveland, O.; Thomas Wallace, 95 Fifth avenue, Chicago; Andrew Feaney, P. O. Box 259, Waseca, Minn.—Ed.]

THE BEAR'S LAMENT.



Now I will try to go sleep; I am short on corn.
If the bulls should die before I wake, I will not mourn.
They ran a corner in September, another one in bleak November;
I was tossed in both, yet still I am short, and here it is December.
—Cut reproduced from New York Produce Exchange Reporter.

Prof. D. N. Harper of the Minnesota Experiment Station has been engaged in making milling tests of different varieties of wheat, and of five wheat in different conditions in Northern Minnesota. Prof. Harper is particularly severe on Ladoga wheat, which he claims appears to be ripe ten days before it actually is, and that not a bushel of it has graded this year over No. 3 Northern. The five wheat appears to be still in the lead as a favorite.

Points and Figures.

The United States raised in 1890 36,357,854 pounds of hops, 2,305,416 pounds less than in 1889; but the smaller crop of '90 sold for \$11,102,124, while the crop of 1889 brought only \$4,056,497.

The Interstate Artificial Rain Company of Kansas, and Frank Melbourne, are at outs, Melbourne claiming that the company fraudulently represents that it has obtained his secret of producing rain.

Washington state has hopped clear over the world's hop record with a yield of 5,592 pounds of dry hops to one acre of land. The Puyallup Hop Company obtained this yield on its plantation at Kent.

The United States, it is believed by some, may ship abroad 250,000 bushels of wheat to Europe this cereal year if called on to do so, besides which we could send a good many million bushels of Indian corn—if needed. The question thus arises, Will Europe be compelled to eat more corn this year instead of rye?

The Minneapolis grain speculators die hard. They made another formal complaint to railway men of what they call "the discrimination in wheat freights in favor of Duluth." One of the papers report that "no definite action was taken, nor was any plan suggested (by the railway men) for a solution of the difficulty." Of course not, nor will there ever be any change in existing conditions. Duluth's geographical location has at last been recognized by the railways and Minneapolis must bow to the inevitable.—Duluth News.

If so shrewd a body of men as the Chicago Board of Trade can be caught to the tune of thousands by a "faked" report from St. Petersburg signed "Smith," when it is an easily ascertainable fact that "Smith" is in Philadelphia, why, who then is safe in this wicked world? We can imagine the indignation of the Board at so gross an infraction of its code of ethics and the mourning of the bit'en ones over their money losses. But, if we mistake not, their chagrin at the reflection of having been "done" so easily is the passion at present dominant in the castle at the top of La Salle street.—Chicago Post.

Farmers in some parts of North Dakota and Minnesota claim that their climate is better adapted to barley growing than any portion of the East south of the Canada line. They have grown a large crop there for the area in cultivation, and it is this that has kept prices down, despite the exclusion of Canadian barley by the new tariff law. But we doubt considerably whether in ordinary seasons these regions will not prove too dry for barley. Land where oats and wheat have often failed from drouth will not be safe to crop with a grain that is so easily ruined by hot, dry weather as is barley.—American Cultivator.

On Dec. 1 the state of California, according to a report furnished by T. C. Friedlander, secretary of the San Francisco Produce Exchange, had in stock 9,964,575 cents wheat, 2,883,602 cents barley, 168,404 cents oats, 263,255 cents corn, 39,545 cents rye, and 275,126 sacks of beans, compared with 12,168,993 cents wheat, 1,615,655 cents barley, 61,085 cents oats, 302,921 cents corn, 37,150 cents rye, and 174,291 sacks of beans, on Dec. 1, 1890, and 15,300,368 cents wheat, 3,321,860 cents barley, 120,356 cents oats, 134,915 cents corn, 66,540 cents rye, and 107,419 sacks of beans, on the same day of 1889.



GRAIN ELEVATOR AND CONVEYOR FROM HUNGARY.

THE COOPER AUTOMATIC ENGINE.

The accompanying illustration represents the Cooper Automatic Engine, manufactured by Cooper, Roberts & Co. of Mt. Vernon, O. This engine combines, with its simplicity, many other points of excellence, inseparately connected with its design. It is designed especially for a heavy and continuous duty at a medium or high rotative speed. It is not of the single valve type, but has a balanced cutoff valve entirely independent of the main or exhaust valve. By this arrangement any variation of the admission of steam into the cylinder does not cause an undesirable change either in the exhaust or in the compression.

The cutoff valve is operated by an improved governor, of the centrifugal class, composed of two steel arms pivoted on studs fastened on opposite arms of the driving pulley or flywheel, and provided with weights that may be adjusted to different distances for different speeds. This range of adjustment is very great, and once adjusted the governor controls the engine absolutely perfectly. The form of the arms is such as to make the governor as compact as possible, and the same time to keep the weights at the same distance from the center of the axes about which they revolve. This, together with the coil springs composing the centripetal force, makes

for stiffness, and at the same time allows the parts to extend below the bottom of the cylinder bore, to insure complete drainage through the exhaust passage.

From the engraving it will be seen that the engine is both stylish and attractive in appearance. The manufacturers claim for the engine the highest attainable economy in steam consumption; also superior regulation.

WHEAT STANDARDS AT LONDON.

The London *Mark Lane Express* states that the London Produce Clearing House, grain department, has been revised so as to limit "the range of business in order to secure to speculators greater assurance of level quality and milling value within that range. Opinion at the Baltic appears to be unanimous in approving the step." In future "forward quotations" for wheat, published by the London Clearing House, will be for two qualities only, "but these will be guaranteed at No. 2 red winter level for American, and at No. 2 club Calcutta level for Indian." The writer of the paragraph regards it as "unfortunate, however, that at the very moment when our government and the chambers of agriculture are working toward a unification of weights a reforming committee of Baltic merchants should deliberately fix two

DOTS AND DASHES.

The broomeorn on the Kansas farm
Is baled and shipped away.
The Swedish farmer sweetly smiles
When counting o'er his pay.

Canada's wheat crop for this year is estimated at 63,000,000 compared with 40,000,000 bushels last year.

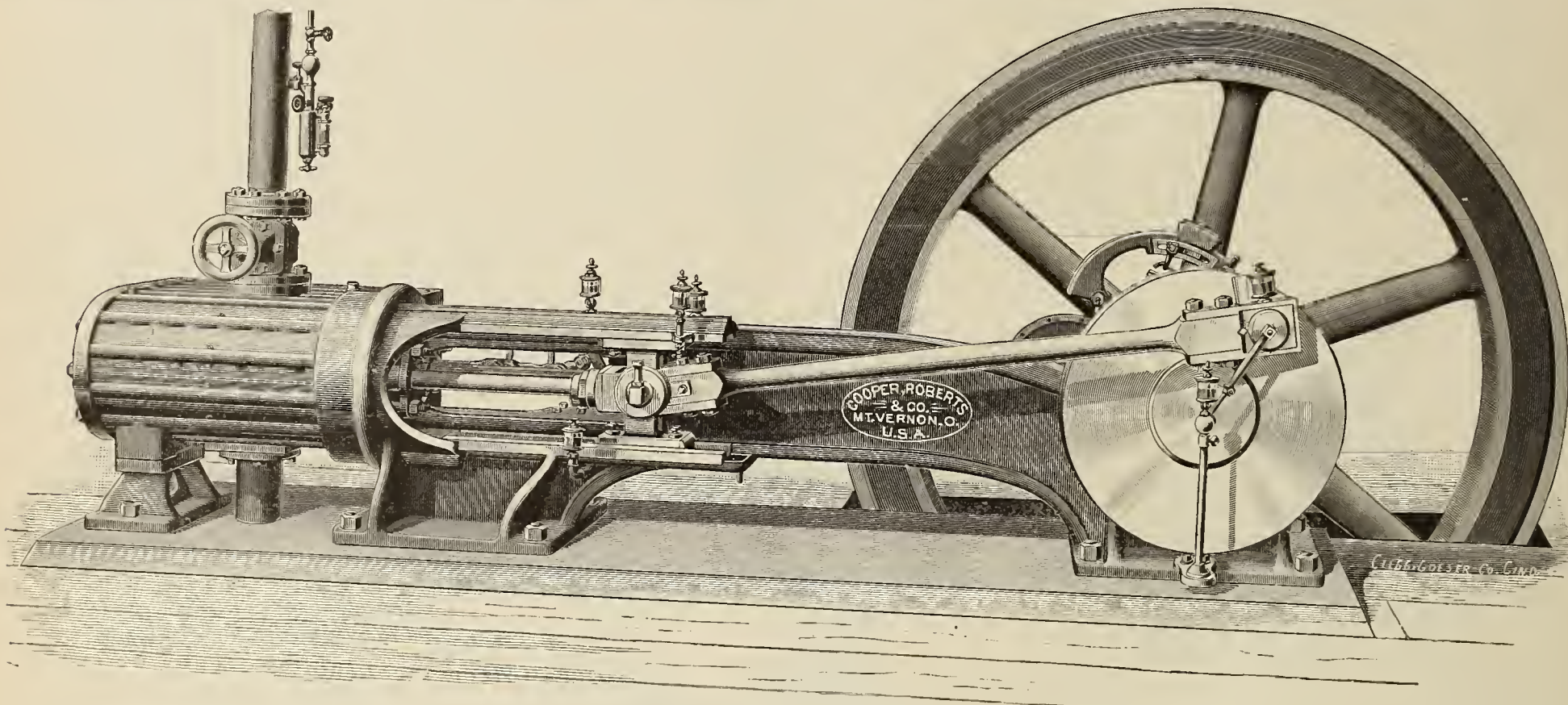
Speculators settled for corn at 90 cents per bushel on the New York Produce Exchange the last day of November. That morning it started at 76 cents.

The capture of one wolf in the streets by Chicago dog-catchers does not make the place a safe one for the Board of Trade lambs by any means.—*Washington Star*.

Oswego received 975,429 bushels barley from Canada in 1891 up to Nov. 21, compared with 1,777,303 and 2,358,754 bushels in the same period of 1890 and 1889 respectively.

A farmer at Readfield, Me., has grown an ear of corn shaped exactly like a hand, with a thumb and four fingers. When "four fingers" can be raised on one stalk the farmer has no time for the calamity howlers.

An Emmet, Mich., county farmer the other day counted over 2,000 grains of buckwheat on a single stock in his field. Some farmers have time to count grains, but not



THE COOPER AUTOMATIC ENGINE.

the governor equally accurate and reliable for all speeds.

The governor arms are connected by means of pitmans or small connecting rods to a loose sleeve on the engine shaft. In turn the sleeve is connected by a short link to a toothed rim, without either arms or hubs, on the eccentric, and as the governor arms fly either inward or outward, the rim is free to move about the center of the eccentric. This rim meshes into another wheel of a corresponding number of teeth, having its journals in an extended part of the eccentric strap. Upon the extended end of the shaft of his second wheel is forged a small crank connected by a rod to the balanced cutoff valve. This, it will be observed, is a simple train of independent mechanism, from governor to valve, using but one eccentric, with no small parts to become deranged.

The cutoff crank is always at its "quarter," or quickest travel the instant the cutoff closes; and this, in part, accounts for the sharpness of the cutoff, which, it is claimed, is unequaled by any other engine having its valves operated by positive means.

The bedplate is of the girder style, wherein the metal is so distributed as to give the greatest firmness and stability. It contains, in one casting, the shaft pillow block, the slides, the cylinder head and the stuffing boxes for the piston rod and the valve stems, thereby avoiding all trouble from bolts and joints failing and working loose.

To the end, forming the slides and the cylinder head, is secured the cylinder and the steam chest in one casting. The chest being placed on the side gives it ample width

different weights for the same measure. The American wheat quarter is to be 480 pounds weight, the Indian 496 pounds weight."

RATE ON BARLEY AND MALT.

The maltsters in the Eastern states are obliged to seek their barley in the Western states, but they complain that the railroad rates favor the Western maltster. The present railroad rate on malt is the same as on barley and other raw grain. Barley in malting loses about one third of its weight—a bushel of barley weighing about 48 pounds and a bushel of malt 34 pounds—therefore an Eastern maltster is obliged to pay the same freight on two bushels of barley as the Western maltster pays on three bushels of malt shipped East. The Eastern maltsters are using every endeavor to have the Trunk Line Association and Central Association roads equalize the rates as between Eastern and Western interests. The Eastern maltsters demand that the rate of freight on malt be raised to one-third above the rate on the raw barley, and in case the railroads fail to give the relief demanded they will take the case before the Inter-State Commission.

American millers have been asked to contribute a shipload of flour for the relief of famine-stricken Russian peasantry. The plan originates in Minneapolis and is a worthy one. Surely out of the great abundance of American prosperity enough can be spared to show our humanity and at the same time promote a cordial feeling toward Americans by the Russian Government.

time to grow enough grain to pay off that terrible mortgage.

The *Minneapolis Mirror* says the demand for feed-stuff to supply European wants absorbs not only mill offal, but also some of the refuse of malthouses and breweries, and considerable dried grain has sold for Hamburg delivery.

The Manitoba Department of Agriculture estimates the present year's wheat yield at 23,191,599 bushels, oats 14,792,605 bushels, and barley 3,197,875 bushels, against 14,665,769 bushels wheat, 9,513,433 bushels oats, and 2,069,415 bushels barley, grown in Manitoba during 1890. Frost damaged some of the wheat.

No wonder that Wisconsin wolf was nervous and affrighted in Chicago. He saw more strange, wild animals there in a few hours than in all his life before, and to cap the climax of his miseries the dog-catchers got him. Had he been able to get on 'change, however, he would have been thoroughly at home.—*Kansas City Times*.

The steamship Greystoke was loaded with 95,422 bushels of wheat at Elevator "A," Girard Point, on Saturday [Dec. 5], in four hours and fifty-five minutes. Of the above cargo, 6,000 bushels was in bags. This is the quickest time ever made in loading a vessel of this size with bulk and bag grain. Baltimore bragged on this boat when she was loaded at the new Canton Elevator No. 3 on Oct. 17 in eight hours and thirty-five minutes, but she will have to hunt a new record now.—*Philadelphia Price Current*.

EXPORTS OF BREADSTUFFS DURING NOVEMBER.

The total exports of breadstuffs, of grain and wheat flour during November, according to the report of the Bureau of Statistics, was as follows:

		New York.		Boston.		Philadelphia.		Baltimore.		New Orleans.		Principal Pacific Customs Districts. (a)		Total.	
		Quantities	Values.	Quantities	Values.	Quantities	Values.	Quantities	Values.	Quantities	Values.	Quantities	Values.	Quantities	Values.
BARLEY—Bushels.															
Month ending Nov. 30.....	1891	83,468	\$ 57,908	11,326	\$ 7,557	.....	.....	.....	.....	.....	.....	297,141	\$ 177,003	391,935	\$ 242,468
	1890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27,953	19,689	27,953	19,689
Five months ending Nov. 30	1891	84,566	58,649	11,326	7,557	.....	.....	.....	.....	.....	.....	1,229,584	808,009	1,325,476	874,215
	1890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	236,860	162,551	236,860	162,551
CORN—Bushels.															
Month ending Nov. 30....	1891	1,184,501	814,939	551,575	333,505	159,935	\$ 109,525	59,218	\$ 37,672	5,313	\$ 3,247	8,071	6,483	2,026,128	1,334,811
	1890	791,224	478,194	27,592	17,318	38,375	24,452	113,165	70,014	66,671	41,011	8,766	6,902	1,258,586	754,009
Five months ending Nov. 30	1891	7,493,930	5,006,206	2,005,117	1,225,242	588,159	394,794	527,668	358,403	214,283	156,852	38,631	40,852	12,540,322	8,195,293
	1890	7,391,077	3,849,861	1,332,386	679,137	1,136,578	567,161	2,057,632	1,018,938	1,593,276	777,437	52,581	41,136	16,600,599	8,370,807
OATS—Bushels.															
Month ending Nov. 30.....	1891	796,473	358,069	10,064	3,077	25	10	6	4	15	6	8,736	4,227	1,076,141	470,047
	1890	22,062	11,498	875	550	.....	.....	20	12	24	12	6,791	3,887	34,772	18,360
Five months ending Nov. 30	1891	1,320,196	588,064	10,968	3,550	25	10	184	97	1,065	525	18,303	8,989	1,808,569	771,772
	1890	419,512	163,893	21,972	7,170	1,882	986	66	32	252	115	29,833	16,624	730,865	281,540
RYE—Bushels.															
Month ending Nov. 30.....	1891	692,033	703,996	.....	.....	.....	.....	133,311	133,362	92,195	80,997	24,617	22,057	942,156	940,412
	1890	32,775	23,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32,775	23,100
Five months ending Nov. 30	1891	3,445,664	3,346,127	105,390	88,989	.....	.....	741,892	716,498	231,523	203,051	119,740	97,267	6,977,395	6,557,703
	1890	278,779	172,361	.....	.....	.....	.....	.....	.....	.....	.....	14,285	8,800	293,064	181,161
WHEAT—Bushels.															
Month ending Nov. 30.....	1891	6,442,058	6,873,964	410,069	426,723	626,134	661,048	1,238,133	1,273,479	1,169,112	1,230,289	4,704,819	4,888,973	14,955,780	15,716,093
	1890	635,568	654,152	15,023	15,023	.....	.....	7,965	7,660	42,073	45,437	2,614,635	2,088,315	3,399,430	2,894,544
Five months ending Nov. 30	1891	30,971,865	33,220,978	1,555,100	1,603,741	5,920,117	6,326,492	12,836,423	13,326,778	7,450,759	7,943,052	16,570,324	16,509,925	79,458,967	83,004,202
	1890	4,410,920	4,407,414	108,231	109,145	235,197	232,084	2,225,312	2,150,617	333,959	304,202	9,691,906	7,871,130	18,203,502	16,230,683
WHEAT—FLOUR—Barrels.															
Month ending Nov. 30.....	1891	378,012	1,783,715	85,749	399,632	109,865	551,817	306,154	1,629,162	11,907	67,144	145,864	700,305	1,143,602	5,749,098
	1890	226,206	1,129,695	117,578	600,224	73,232	353,920	171,831	943,365	2,693	13,456	165,889	659,791	793,080	3,876,068
Five months ending Nov. 30	1891	1,609,383	7,895,236	661,809	3,369,036	478,803	2,358,874	1,112,645	5,858,667	22,874	123,933	673,843	3,246,551	5,087,703	25,769,702
	1890	1,214,417	5,762,910	545,014	2,827,478	259,028	1,148,158	916,488	4,751,538	14,427	69,957	724,875	2,901,609	3,958,407	18,881,485
TOTAL BREADSTUFFS.															
Month ending Nov. 30.....	1891	.....	10,636,223	.....	1,204,089	.....	1,329,846	.....	3,121,531	.....	1,381,699	.....	5,799,698	.....	24,588,979
	1890	.....	2,337,189	.....	677,394	.....	378,405	.....	1,022,521	.....	99,925	.....	2,779,055	.....	7,682,004
Five months ending Nov. 30	1891	.....	50,358,048	.....	6,520,112	.....	9,096,216	.....	20,327,950	.....	8,427,554	.....	20,715,957	.....	125,747,300
	1890	.....	14,595,703	.....	3,890,470	.....	1,958,121	.....	7,940,139	.....	1,151,947	.....	11,003,372	.....	44,679,477
Eleven months ending Nov 30	1891	.....	71,233,122	.....	11,793,673	.....	12,698,956	.....	29,709,934	.....	11,197,281	.....	41,651,912	.....	194,077,607
	1890	.....	40,964,181	.....	9,123,897	.....	10,626,804	.....	24,810,626	.....	6,713,977	.....	250,66,293	.....	126,719,160

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector P. Bird Price the grain received at Chicago during the month of November was graded as follows:

WINTER WHEAT.										
Railroad.	White.			Hard.			Red.			No Grade.
	2	3	4	2	3	4	2	3	4	
C., B. & Q.....	2	1	2	263	67	56	192	18		
C., R. I. & P.....	6	4	18	433	21	140	150	5		
C. & A.....			2	48	22	49	112	6		
Illinois Central.....	1			3	8	21	14	6		
Galena Div. N. W.....			2	25		11	40	2		
Wis. Div. N. W.....	1	2			47	10	2			
Wabash.....			1	9	6	25	44	4		
C. & E. I.....					1	6	4	1		
C., M. & St. P.....	3	4	1		21	104	56	11		
Wisconsin Central.....										
C., St. P. & K. C.....			2	159		45	39	2		
A., T. & S. Fe.....	3	7	20	371	67	366	98	33		
Through & Special.....		3		94	17	137	59			
Total each grade....	4	18	16	47	1,426	360	922	810		88
Total W. wheat.....										3,691

SPRING WHEAT.										
Railroad.	White.			Mixed.			No Grade.			Total.
	2	3	4	2	3	4	2	3	4	
C., B. & Q.....	64	1,309	281	5	2	365	7			
C., R. I. & P.....	92	122	59	1	16	117	1			
C. & A.....	1	1	4			7				
Illinois Central.....	12	50	8							
Galena Div. N. W.....	127	894	126	4	1	78	6			
Wis. Div. N. W.....	9	143	18							
Wabash.....		5	3			2	1			
C. & E. I.....										
C., M. & St. P.....	1,074	541	60	2	13	56	3			
Wisconsin Central.....		1	4							
C., St. P. & K. C.....	31	170	156			11				
A., T. & S. Fe.....	236	14	1							
Through & Special.....	905	223	21	2	1	33	1			
Total each grade....	2,551	3,473	741	14	33	669	19			
Total Spg. wheat.....										7,500

CORN.										
Railroad.	Yellow.			White.			No Grade.			Total.
	2	3	4	2	3	4	2	3	4	
C., B. & Q.....	188	286	32	43	219	407	516	85		
C., R. I. & P.....	165	138	21	21	309	366	162	38		
C. & A.....	17	435	16	73	93	366	173	7		
Illinois Cent.....	310	652	56	152	136	226	161	10		
Gal. Div. N. W.....	45	153		6	81	219	571	68		
Wis. Div. N. W.....		1	1				1			
Wabash.....	53	395	26	119	51	244	227	13		
C. & E. I.....	7	142	5	27	18	143	90	21		
C., M. & St. P.....	17	54	2	5	31	94	125	19		
Wis. Central.....					1					
C., St. P. & K. C.....	11	24	5	2	73	53	34	5		
A., T. & S. Fe.....	32	150	17	12	132	162	53	1		
Thrh'g & Spl.....	28	310	2	8	157	194	54	9		
Total each grd.....	813	2,740	183	468	1,301	2,474	2,167	276		
Total corn.....										10,422

OATS.

Railroad.	White.			No Grade.		
	2	3	4	2	3	4
C., B. & Q.....	303	795	223	316	5	
C., R. I. & P.....	158	954	79	216	25	
C. & A.....	74	71	65	16	3	
Illinois Central.....	235	410	464	104		
Galena Div. N. W.....	148	668	80	533	26	
Wisconsin Div. N. W.....	22	81	2	21	1	
Wabash.....	48	32	40	21	2	
C. & E. I.....	10	68	90	20	2	
C., M. & St. P.....	146	851	74	148	2	
Wisconsin Central.....	1					
C., St. P. & K. C.....	54	141	75	56	1	
A., T. & S. Fe.....	37	85	106	30	1	
Through & Special.....	148	150	83	23	2	
Total each grade.....	1,384	4,306	1,381	1,504	70	
Total oats.....						8,645

RYE.

Railroad.	No Grade.		
	2	3	4



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., DECEMBER 15, 1891.

DECLARE AGAINST THE IRREGULAR BUYER.

We have often declared against the irregular buyer or scalper and given a number of good reasons why he should be driven out of business. The Grain Receivers' and Shippers' Association of Cincinnati has declared against the irregular buyer and so has the Great Northern Railroad Company. The Great Northern has not only declared against the scalper but has included all track shippers except the farmers.

In an interview recently regarding the late order cutting off track grain shipping an official of the Great Northern said: "We did it to get rid of the track buyers. These men have no capital to speak of, and own no storage capacity. They simply wait and round up the farmers and buy their wheat at a little higher figure than the elevators can offer. In other words, track buyers are scalpers. We object to them because they practically make warehouses out of our cars, instead of building their own receptacles. They are unreliable and therefore a hindrance to business as they delay the cars and sometimes are not on hand to keep their contracts."

The intention of the Great Northern is all right but its order is too broad and it makes a discrimination which is illegal. Some country shippers who load direct into cars are neither irregular buyers nor scalpers. They buy grain on the street whenever the receipts are so heavy that they can readily purchase a car load. They are reliable, do business at one place and in an honorable way. This class of buyers are entitled to every bit as much consideration as the farmers and should be given ears upon the same terms. The rate on all grain should be made so high that the carrier can afford to give the elevator man a commission of one or two cents per bushel on all grain loaded from his house into its cars.

The reasons for giving the elevator man this

advantage are ample. He is justly entitled to some returns on his money invested in the elevator, as it takes the place of the warehouse the carrier would be compelled to erect and operate if he did not do so. Many roads have given track shippers material assistance to erect elevators. Before we had so many laws for governing the railroads it was the custom with most carriers to give the elevator man a rate from two to five cents per 100 less than that given to the track shipper.

Carriers never gave encouragement or aid to elevator men that did not result in direct profit to themselves and the farmers. Country elevators facilitate and expedite grain shipments; make it possible to send the grain to the central market in better condition; increase the earning power of a road's grain cars which makes it possible for the road to give lower rates than it could otherwise; they prevent grain blockades being caused by detention of cars at country points, and they provide a market the year around for the producer, where he can go and dispose of his grain whether empty cars are at the station or not. Self interest should prompt the farmer as it does the carrier to encourage in every way possible the regular, reliable and honorable elevator man who has invested his capital in providing accommodations for the producer and the carrier.

MEXICO TO ADMIT CORN FREE.

The failure of the Mexican corn crop has caused an unusual demand for our corn in that country, and the shipments to that market during the next few months will undoubtedly surpass the shipments for any corresponding preceding period. The bill granting the President power to decree the suspension of duties on cereals and all classes of animals coming from foreign countries, so as to meet the emergency caused by the failure of crops in various states, has been passed by both houses of the Mexican Congress, and President Diaz is expected to suspend the import duties on corn soon. The interstate duties on grain have already been suspended.

It is estimated that 15,000,000 bushels of corn will be required to make up the deficiency. Heretofore Mexico has not taken much corn from us. Last October we exported only 40,578 bushels to Mexico, against 101,753 bushels the preceding October, and during the first ten months of this year we sent only 190,976 bushels, valued at \$149,966, against 821,265 bushels, valued at \$435,435, during the same period of 1890. If the amount exported from this crop is increased to 15,000,000 Western producers and dealers and Southern carriers will be materially benefited by it. Much of it will go in the form of cornmeal, but the greater portion will be in the grain.

RUSSIA TO IMPORT GRAIN.

A number of reports, emanating from what are considered reliable sources, have been received in this country, since the Czar prohibited the exportation of wheat, to the effect that Russia would not only be unable to export wheat in the spring but would be compelled to import to keep her starving millions alive.

At a meeting of the Academy of Science in St. Petersburg recently Professor Issaieff in a lecture on the wants of the sufferers said that "there are now about forty millions of people suffering from want of food in the Czar's dominions and that 300,000,000 rubles, instead of 30,000,000, will be required to save their lives." The professor urged the necessity of creating a minister of agriculture, whose duty would embrace the purchase of grain from abroad.

Famine exists in Russia most every year but usually does not cover a large district. This year it is in one of the great grain districts and instead of having grain to export it is said this district did not produce half enough grain to feed its inhabitants. The prohibition of grain exports may reduce the market price in Russia but at the same time it will cause many holders to hide

grain and others to refuse to dispose of their grain.

In many districts no wheat has been planted; either the farmers had no seed or were without horses or strength to prepare the ground. Should seed be provided in the spring there is little to encourage the Russian farmers to grow wheat. The poor peasants of the famine-stricken districts have been reduced to so destitute a condition that it will be several years before they recover, so the different ukases prohibiting the exportation of grain may remain in force and low prices within the empire continue. At most Russia cannot be expected to export as much grain from the next crop as she has from the last, and it is very probable that she will be in the list of importing countries soon.

THE CORN PINCHES.

The manipulation of corn by Deacon White in the autumn is having its echoes. The fine work of the Deacon brought a vast supply of contract corn to New York, and the collapse of his attempted corner sent much of it out of the country. So the anomaly has been seen that, while the railroads have been blockaded with corn, there has been so little old corn of contract grade in New York and Chicago that an especially favorable opportunity has been given the manipulator to work the market for all it is worth before contract corn could be got in to be realized on. No one doubts that if the existence of an attempt to corner the market were known, there is plenty of old No. 2 corn in the country to swamp the manipulators, no matter what is said about the bins and corneries being "swept clean."

But the November "pinch" was manipulated very quietly and without attracting contract corn to Chicago and New York. When the first squeeze came on Nov. 30 the price was forced up to 75 cents in Chicago and \$1.10 in New York. The next day the price in Chicago tumbled down 28 cents. Then followed a curious thing. The firms that worked the November corner quietly sold short, and when this was finally discovered the price jumped up 12 cents in one day. There is a game of see-saw going on, and as contract corn continues to form an insignificant proportion of the receipts, somebody is liable to get hurt in December corn.

HUNDREDWEIGHT VS. BUSHEL.

Attention is called by "A Minnesota Middleman" in this issue to the trouble and inconvenience caused by having a different standard of measure for each kind of grain, and he asks why the hundredweight is not used instead of the bushel.

The great advantage of the hundredweight over the bushel was acknowledged long ago, and repeated efforts have been made to abolish the bushel as a unit of measure of grain, but in vain. Carriers and scale manufacturers ignore the bushel entirely, and the grocers are now striving to drive it out of their trade. Strenuous efforts were made to drive it out of the grain trade a few years ago, but the commission men saw that an increase in the unit of measure would bring about a decrease in their earnings. They could conduct a sale of 5,000 hundredweight as easily as they can 5,000 bushels, and the trade would surely object to paying more for the service than at present.

The cental is used on the Pacific coast, and we trust the day is not far distant when it will be used everywhere else. The present unit of measure, the weight of which is fixed by the state in which it is used, varies so much in the case of some grains that it is decidedly perplexing. The legal weight of a bushel of barley ranges from 46 to 60 pounds, rye from 54 to 60, oats from 26 to 36, buckwheat from 40 to 56, and corn from 52 to 58. Such discrepancies are a great annoyance and impede trade. The general adoption of the hundredweight would greatly simplify and facilitate the grain business of the country, and it would not require much of an effort to secure its adoption. The commercial

exchanges must take the lead, but the country dealers can furnish the complaints which will prompt the exchanges to make the start.

A DEPARTURE—A REQUEST.

We present with this issue several new features which will be made permanent if our readers express a desire to have them so.

Our new department, "Crop Conditions," will contain an expression of opinions gleaned from different sources. Grain dealers can easily make this department one of the most valuable features of the AMERICAN ELEVATOR AND GRAIN TRADE. Contributions to it will be thankfully received and published.

The tabulated articles do not cover the ground as well as we desire or expect to have them cover it, but it is a beginning. Statistical information is of greater value to the reader in the form of tables than in any other form, as the reader can easily compare the figures and draw his own conclusions.

We trust that our efforts to make this journal of greater value to readers will receive their favor and hearty support. We can more readily accomplish this end if readers will write to us and inform us what features of the journal they find most valuable and interesting. Do not be backward about criticising the paper, but let us know just what you think about it. Your suggestions will receive consideration.

We would be pleased to have every reader feel that he has a proprietary interest in the journal, and that he can advance the mutual interests of the members of the grain trade by pointing out where he thinks we can increase the value of the journal to the trade. Let us have your opinions, your suggestions.

THE GRAIN BLOCKADE.

The grain blockade which has existed for some time on all the principal railroads of the North is the worst experienced for a number of years. As none of the Eastern roads and few of the Western roads made preparation to handle the mammoth crop by providing extra rolling stock before grain commenced to move, it was expected that we would have a car famine, but few looked forward to so complete a blockade as we have experienced.

Every Western road was short from one to five thousand cars, but despite this fact they kept their cars moving, and prevented a blockade until the Eastern trunk lines refused to accept any more grain. The blockade at Buffalo was so great that it is not expected that it will be relieved before the first of the year. Then the cars of these roads and the cars which they borrowed (?) will be sent West for more grain.

All the lines running East from Chicago were compelled to give up and were unable to furnish cars to take any more grain East. After this the Western roads, whose loaded cars were fast accumulating in the Chicago yards, ordered many of them to the elevators to be unloaded. Even this did not give them the needed relief, so upon the promise of the Eastern lines to quickly return cars, the Western lines allowed a number of their cars to go East. This gave some additional relief, yet a blockade still exists.

At one time the Western lines had over 5,000 loaded cars in Chicago, and large premiums were being offered for cars. Shippers paid \$10 per car extra for refrigerator cars to transport grain to New York. Grain inspectors were sent to points forty miles away to inspect grain on its way to the city.

The Western lines were finally forced to stop receiving grain, and this caused a blockade throughout the West. At Omaha, Kansas City, St. Louis and all Southwestern points there was a blockade, and every one was complaining.

The cause of this trouble seems to be due more to the lack of grain cars on the Eastern roads

than anything else. They lack cars and they lack grain transfer houses to quickly transfer grain from the cars of the Western roads to their own. After they saw that they would lose much business, without extra cars, they commenced to order, and last month alone they ordered 25,100 cars from the various car works.

The *Railroad Gazette* rightly says: "One of the strange business phenomena of this autumn has been the slowness of the railroads in ordering material, in the face of unprecedented volume of business, greatly increased earnings, and a universal shortage of equipment."

WATERWAYS CONVENTION.

A waterways convention will be held at Detroit, Dec. 17, at which all the commercial bodies on the inland lakes, the lake carriers and shippers will be represented. Communications have been sent to the Secretary of State from all the commercial bodies on the great lakes, in which they called attention to the discriminating tariff levied upon all grain transshipped at American ports which passes through the Canadian canals. At the convention this will be discussed, and action taken.

In a recent interview the Canadian Prime Minister said it was the settled policy of the Government to give no rebate on grain transshipped at American ports. The object is to drive American business into Canadian ports. The United States charge no toll on Canadian traffic passing through the Sault Ste. Marie or the St. Clair. The convention should petition Congress to retaliate by levying a toll on all goods bound from one Canadian port to another.

Another important question which will receive the attention of the convention is the deepening of the channels connecting the great lakes to twenty-one feet, and the channels connecting the lakes with the Atlantic to a depth sufficient to furnish transatlantic steamers easy access to the lakes, and make the terminus of Atlantic commerce the Western lakes. The project is far more deserving of assistance from Congress than the hundred and one schemes to improve creeks and bayous that millions are annually appropriated to carry out.

RAIN-MAKING in Texas has been pronounced a failure, but in Kansas it is believed to be a success, and several contracts have been made with rain-makers to supply rain as required at 10 cents an acre for the season. This will be cheap, very cheap, if the farmers get the rain contracted for. The rain-makers will make sure to get the farmer's cash or notes, whether he gets rain or not. Artificial rain-making has not yet been proved possible.

MORE WHEAT CIRCULARS.

Some of the farmers' journals that a few months ago were predicting famine prices for wheat, are beginning to "wobble" a little, and a few of them refuse to commit themselves in their advice to farmer readers. The *Kansas Farmer*, Senator Pepper's paper, admits that the "Hold your wheat" circulars may have been planned by bull speculators. Such an admission is timely, from such a source, as another of the series of circulars has just been issued by the *State*, of St. Paul, the Alliance organ that sent out the others.

The last of the series is the same in style and method as its predecessors. It holds that Russia is entirely out of the race, and India practically so, and that present and future deliveries from farmers will fill but a small portion of the requirements. It does not advise the farmer to create an unnecessary scarcity or to repudiate his debts, but to sell only what he is obliged to when the receipts are large and increasing, and when they are on the decline to sell only a certain portion each month. The exporting capacity of the United States is figured at 140,000,000 bushels

more than last year, which falls 40,000,000 short of supplying the world's deficit. This 140,000,000 bushels would supply Europe with bread for nineteen and one-half days only. Taking all this into account, the author of the circular claims that if the farmer does not get twice what he is now offered for his wheat it is his own fault.

In another Minnesota paper we find the following choice bit of rhetoric, which is a good sample of the literature on which the Alliance people are fed. This paper says:

Finally, for this time, who but a lot of sleepy, hopeless, nerveless, abject, calamity ridden scrofs would furnish bank sharks, millers' rings and elevator liars and thieves the money to buy their No. 1 wheat with—and then allow them to dictate the prices, when with just a little knowledge and manhood they could stand off the whole combination and become, in fact, as they are by the logic of the times, the masters of their salvation. Hold your wheat.

After such gentle observations as this, what farmer can fail to heed the advice, even if the prices promised last summer have not materialized?

THE GERMAN TREATY.

More definite information is now at hand as to the terms of the arrangement which it is known the state department made with the German Government last August. Under this arrangement reciprocity will begin with Germany Feb. 1. There is no formal treaty, but the German Government has made very important concessions in the duties to be charged upon American agricultural products. The following table shows the old duty, the new duty, and the concession on the new trade footing for the most important articles:

	Old Duty.	New Duty.	Difference.
Wheat, per bushel.....	37.0	25.9	11.1
Rye, per bushel.....	34.5	24.15	10.35
Oats, per bushel.....	13.8	9.7	4.1
Barley, per bushel.....	11.9	10.6	1.3
Corn, per bushel.....	12.1	9.7	2.4
Butter, per 100 pounds.....	226	180	46
Meat, per 100 pounds.....	216	162	54
Pork, per 100 pounds.....	194.5	162	32.5
Live hogs, per head.....	142.8	119.0	23.8

On wheat flour and cornmeal the reduction is 30 per cent. The United States can now deal with Germany on the same terms as do Austria, Hungary and Italy, in the matter of breadstuffs. While Russia has for the present taken herself out of the German market, it will be practically impossible for her to again control the German market while the present Dreibund treaties remain, reinforced as they are by the new arrangement with the United States.

If Charles Counselman, the Chicago grain shipper whose case was recently argued before the United States Supreme Court, is upheld by the court in his refusal to reply to the question put by the grand jury as to whether he had received rebates from any railroad companies or not, on the ground that he would criminate himself, it will practically make the Inter-State Commerce Law ineffective. A great difference of opinion exists as to whether or not the country would not be better off if the law was repealed.

THE question of how to do a large storage business with the farmers without a large storage elevator has been solved by an Ohio firm that actually did it. This firm has been doing an extensive storage business for several years. The farmers' grain was stored, and when they desired to sell this enterprising firm paid the market price for it. As the grain firm had no storage room, the grain was shipped as soon as received, and sold. In most of these transactions the buyer sustained a loss, as the farmers would always sell when the market advanced. However, they will not store grain in this way again, as they were forced to make an assignment. When the firm failed the farmers had 20,000 bushels of stored grain to sell,

Grain Dealers' Associations.

KANSAS AND NEBRASKA GRAIN DEALERS' ELEVATOR ASSOCIATION.

President, MASON GREGG, Lincoln, Neb.; *Vice-President*, FRANK LOWER, Council Grove, Kan.; *Secretary*, W. T. CAYWOOD, Clifton, Kan.; *Treasurer*, O. A. COOPER, Humboldt, Neb.

STATE GRAIN DEALERS' ASSOCIATION OF TEXAS.

President, S. F. McENNIS, Dallas; *Vice-President*, E. EARLY, Waco; *Treasurer*, J. P. HARRISON, Sherman; *Secretary*, G. D. HARRISON, McKinney. *Directors*, J. F. McENNIS, J. P. HARRISON, E. EARLY, S. E. McASHAN of Houston and C. F. GIBBLE of Sherman.

GRAIN SHIPPERS' ASSOCIATION OF NORTH-WEST IOWA.

President, T. M. C. LOGAN, River Sioux; *Vice-President*, H. HANSON, Odebolt; *Secretary and Treasurer*, F. D. BABCOCK, Ida Grove; *Assistant Secretary*, F. G. BUTLER, Schaller.

Executive Committee, E. A. ABBOTT, Des Moines; J. Y. CAMPFIELD, Sac City, and T. M. CATHCART, Kingsley.

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ILLINOIS GRAIN MERCHANTS' INSURANCE AND PROTECTIVE SOCIETY.

President, H. C. MOWREY, Forsythe; *Secretary and General Manager*, S. K. MARSTON, Onarga; *Vice-President*, EDWIN BEGGS, Ashland; *Treasurer*, E. R. ULRICH, Jr., Springfield.

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Legislative Committee, J. W. McCORD, D. McALLISTER, E. W. SEEDS, E. C. WAGNER, W. A. HARDESTY, and E. C. BEACH.

EDITORIAL MENTION

SEND us news of interest to members of the grain trade.

If you have opinions on any subject of interest to those connected with the grain trade, let us have them for publication.

COMMENCE the new year aright by subscribing for the AMERICAN ELEVATOR AND GRAIN TRADE, the only monthly journal devoted to the elevator and grain interests.

If you want to keep track of the days, weeks and months next year write to Huntley, Cranson & Hammond, builders of grain cleaning machinery, of Silver Creek, N. Y., and get one of their new calendars.

It is now claimed that the failure of crops is not the sole cause of Russia's destitute condition, but that the expulsion of the grain dealers and bankers deprived the producers of their market, and their grain was permitted to rot in the field. The middleman is not considered a robber in all countries. The Russian peasant now fully appre-

ciates the advantage of ready cash and a ready market, which were supplied by the middleman in grain.

S. E. WORRELL, manufacturer of grain drying and cooling machines, of Hannibal, Mo., was in Chicago recently, making arrangements for an exhibition of his machines at the World's Columbian Exposition.

TROMANHAUSER BROS., elevator builders of Minneapolis, Minn., write us, "We find our advertisement in the AMERICAN ELEVATOR AND GRAIN TRADE very beneficial, having received many inquiries through it."

THE Jeffery Manufacturing Company of Columbus, O., has opened a branch house at 15 Cortlandt street, New York City, for the accommodation of their Eastern customers. Mr. F. C. Ayers is in charge of the branch.

THE York Foundry and Engine Company of York, Neb., manufacturers and dealers in elevator and mill supplies, are sending their friends and patrons copies of a very neat vest pocket blank book with calendar for 1892.

THE Peerless Boiler Cleaner Company of Springfield, O., whose advertisement appears in this issue, have a boiler cleaner which is claimed to remove and prevent scale from forming in boilers, and will also prevent corrosion.

GRAIN is not inspected in North Dakota. The law like the grain laws passed by the preceding legislature is unconstitutional. Farmer legislators will, it is hoped, learn by experience that they can not regulate private business by law.

AFTER the first of next month the Wabash will collect \$1 a day on all cars not loaded or unloaded within forty-eight hours after they are properly placed. The usual rebate for delay of shipments in transit will be paid to shippers by the company.

SEVERAL grain elevators erected by barn builders have recently expressed their supreme contempt for their builders by falling in a heap. When you want an elevator, give your contract to a firm that makes a business of building strong grain elevators.

FOR the greater convenience of buyer and seller the Chicago Steel and Iron Roofing Company has established an office at 269 Dearborn street, Room 316, Boylston building, Chicago, where they will be pleased to see any one who may honor them with a call.

OUR great inland lakes are not drying up, but the water has been very low of late and has greatly impeded navigation. Much difficulty has been experienced in getting the large vessels in and out of some of the harbors and canals. At Chicago the water was over two feet below low water mark.

So much trouble has arisen in Nebraska in connection with the state grain inspection that it is doubtful if any practical results will accrue to any one or any market. The producers and dealers of the state will be much better off if the inspection is discontinued and the law is treated as a dead letter.

A NEW power producer for grain elevators has been placed on the market by the Webster Manufacturing Company of 195 South Canal street, Chicago. It is the Lewis Improved Gas and Vapor Engine of which this well-known firm is sole manufacturer. Keeping in mind its motto, "Quality first and always," this firm has issued one of the neatest catalogues that has reached

our desk in an age. It contains a full description and plan of operation of the new engine, also testimonials of elevator men who are using it. Copies can be secured upon application.

JOHN O. FOERING, chief grain inspector at Philadelphia, made us a pleasant call recently. He visited a number of points in the West and explained to shippers the advantages of the Philadelphia market, the effect of which is already apparent in the increased receipts of grain in that city.

THE "Market Reporter" for the last quarter of 1891 will be ready for the trade by January 10. It will contain all the latest Government estimates in detail and tabulated statements of the grain and provision markets for a number of years. See list of "Valuable Books for Grain Dealers" in this issue.

A BEAUTIFUL portfolio of the World's Columbian Exposition, containing illustrations in many colors from water color drawings of the exposition grounds and principal buildings, has been issued by the Webster Manufacturing Company of Chicago. It is the most artistic work yet published in the line of exposition literature.

GRAIN shippers by accepting the present form of bill of lading with its "subject to correction" clause court losses by shortages which annually amount to many times more than would be the expense of holding a general convention of grain shippers to adopt a plan of action to secure a clean bill of lading. It surely can be obtained by persistent and combined action of shippers.

THE visible supply of grain in the United States and Canada on Dec. 12 was: Wheat 42,242,288; corn, 3,065,188; oats, 4,426,126; rye, 2,386,140, and barley, 2,455,681 bushels; an increase in wheat of 564,211; corn, 838,465; oats, 663,307; rye, 209,350, and a decrease in barley of 309,244 bushels since Dec. 5. On Dec. 11, 1890, the visible supply of wheat was 25,187,713 bushels.

A PUBLIC warehouse law is one of the sops scheming politicians of Western Iowa are seeking to have thrown to the farmers. They claim it would benefit the farmer, but make no effort whatever to support their claim with arguments. They could not do so if they tried. Iowa has no market where grain is accumulated for general distribution. To force an expensive inspection upon the trade at those points where a small local business is done would be a burdensome imposition that would result in benefit to no one save the inspectors.

THE editor of a farmers' alliance sheet at Henning, Minn., proposes to ship a cargo of wheat to Liverpool to demonstrate that the dealers are robbing the farmers of the Northwest. If the farmers get any returns from the shipment they will surely be satisfied for some time to come that their local dealers are paying all they can possibly afford to pay. Producers have seldom, if ever, found it to their advantage to send professional agitators abroad to dispose of their products. Some Canadian farmers once gave ear to an agitator's tale of robbery by the middleman, and sent him abroad with a cargo. He did not return.

A KANSAS crop expert (?) makes himself ridiculous by writing much about crops of foreign countries, a subject on which he is not posted or else Beerbohm and other Europeans who have agents in every grain growing country of importance, and are noted for sending out reliable figures, are badly mistaken in their estimates. Mr. Davis caught the Bull fever before our 1890 crop was harvested, and he has had it ever since. Instead of the decrease in exports which he predicted, the exports for the year will show a marvelous increase and exceed any previous year. Russia instead of the United States will do the

importing. His real object, which is to boom prices, can not be brought about by fallacious arguments.

THE effect of the ukase prohibiting the export of wheat from Russia was discounted on the Chicago Board several days in advance of its issue. And some members of the Board swear and others look sheepish whenever "ukase" is mentioned.

ILLINOIS offers a bounty of two cents a head for killing English sparrows during December, January and February. In some counties a great many have already been killed, but it seems that the bounty is not large enough to induce the wholesale slaughter that is desired and needed. Michigan pays three cents the year round. All of the states should pay a bounty on sparrows, as a few states acting independently can not hope to secure permanent relief from the pest.

A WAREHOUSE and inspection law is of practical use to the grain trade at points where large quantities are accumulated only. At country points it is a useless expense borne by the producer. The dealer's profit is now so minute that he cannot afford to pay for a worthless inspection that is unreliable, and will not stand in central markets, where the grain must be inspected again. Iowa dealers should organize and show the legislators the utter foolishness of enacting such a law for their state.

THE Conservative party has demanded of the German Government that it introduce a bill in the Reichstag providing that the boerses or commercial exchanges be placed under control of the state and making those who gamble in articles of consumption liable to criminal prosecution. Fortunately, such a law could not be enforced even in the German Empire. Legislators in this and other countries may devote their entire time for centuries to come to this one question yet speculators and legislators, too, will speculate just as they do to-day.

AT the last meeting of the National Transportation Association, which is composed of the principal commercial exchanges of the country, it was decided to ask the Inter-State Commerce Commission to compel the railroad companies to adopt a simpler form of bill of lading. If the Commission does not act, Congress will be petitioned to bring about the desired reform. No action has been taken, in regard to a clean bill of lading, by the Transportation Association, or by those who desire and need it—the grain shippers. To have your wants granted, make them known.

A BULLETIN just issued from Springfield gives the yield of corn in Illinois this year at 215,359,600 bushels. In the Northern division the average yield per acre is thirty-eight bushels, as compared with twenty-five bushels last year. Nearly half the crop, or 106,377,000 bushels, was produced in the Northern division. In the Central division the average yield per acre was forty bushels, the largest in ten years. The Central division is credited with 85,341,640 bushels. In the Southern division 23,433,000 bushels were produced, an average of twenty-nine bushels per acre. The acreage for the whole state was 5,754,000 acres.

GRAIN THIEVES in all parts of the country seem to be meeting with much bad luck of late. Shippers and elevator men are profiting thereby. One of the latest steals brought to light is at St. Louis. The United Elevator Company has long been aware of the fact that there was a leakage somewhere, and finally with the assistance of detectives learned that two of its employes in the East St. Louis elevator, with two accomplices, were stealing grain every night. The plan of the thieves was to let wheat leak from a bin to the ground below during the day, gather it at night, clean it, and sell it to St. Louis millers.

The steal extends over a period of two years and amounts to several thousand dollars.

W. W. HASKELL, state grain inspector for Kansas, has appointed Joseph Maxwell deputy inspector for Wichita. With the establishment of a Bureau of Inspection in the very heart of the grain growing district of Kansas an effort will be made to establish a grain market. Without storage elevators and without facilities for handling large quantities of grain it seems as though it would be impossible to accomplish the desired end.

OUR consul at Malaga, Spain, in a recent report enumerates a number of articles made in the United States which he is confident would find a ready sale in Spain, if their use was explained to consumers. Grain cleaning machines are on the list. If American manufacturers of grain cleaning machines were to make an effort to supply that country they would soon have a monopoly of the trade, for it is known through all Europe that we make the best.

AT a recent meeting of the Illinois State Grange, the Grand Master in his annual address stated that there was no money in wheat raising in Illinois, and gave figures to show that the net profit of Illinois farmers on their 1890 wheat crop was only \$2,000,000. The crop was a trifle over 18,000,000 bushels. It may be that the Grand Master intends to plant his lands in wheat and desires to discourage his brother grangers from becoming competitors.

THE rather startling anomaly of America sending breadstuffs to Russia will soon occur. American millers have offered to donate a cargo of flour to Russia's starving peasants and the offer has been accepted by the Russian Government. Could not our farmers send a cargo of corn? The freight would undoubtedly be paid by the Russian Government. Each corn producer could give five to ten bushels and not miss it. The elevator men would surely handle it free of charge.

THE dry weather prevented a realization of the largely increased acreage of winter wheat expected in Illinois. Much of the ground prepared for wheat was not seeded at all, owing to the drouth. The increase in acreage for the state is only about 2 per cent. The department's bulletin gives the condition of wheat for the northern and central parts of the state at 80, and in the southern at 74. The Hessian fly has done some damage in Randolph, Jasper, Morgan, Christian and Knox counties, but the damage is very slight.

A CURIOUS mistake was lately made on the Chicago Board of Trade. A cablegram from the *Corn Trade News* of Liverpool gave the returns from the wheat crop of Russia. The cablegram gave the crop in English *quarters*, and one of the officials of the Board translated it into bushels by multiplying it by $9\frac{1}{2}$ instead of 8, as he should. Of course on such a showing wheat dropped, and one individual is credited with scooping in nearly \$100,000 before the mistake was discovered. The authorities were satisfied that the blunder was an honest one, even if the effects were disastrous to some.

CONGRESS has again convened and already reports are being circulated regarding the early passage of an anti-option bill similar to the Butterworth Bill. Aside from the fact that dealing in futures can not be prohibited without interfering with every line of legitimate trade, it is not desirable. Consumers as well as producers of food products are benefited far more than they are injured by speculation. It is an equalizer of prices and should not be stopped until a method of establishing prices, equally as good, has been established. Not one of the many would-be reformers who have tried in vain to destroy our present system of price making has offered a substitute.

INCIDENTALS.

When, oh, when, will corn grade contract?—*Lament of a Bear.*

North Dakota has a rye farm of 11,000 acres, but North Dakota is a long distance from Kentucky.

As the broom corn crop is very short, it is expected that a material decrease will soon occur in the demand for divorces.

Everything the Czar does seems to make him unpopular. His recent wheat ukase goes against the grain.—*Picayune.*

New York exported 21,499 bags of clover seed from Sept. 1 to Nov. 21, against 22,715 bags during the same time last year.

Three corners in corn in the short time of four months. Did Bear ever before see the like of this? Did Bull ever wish for more?

A live wolf on the streets of Chicago created a sensation. Instead of inviting it to a seat on the Board of Trade, the natives actually chased it to death for its pelt.—*Omaha World-Herald.*

New Orleans exported 5,000 bushels corn, 92,195 bushels rye and 1,111,582 bushels wheat during November, against 88,744 bushels corn, no rye and 48,233 bushels wheat during November, 1890.

A state grain inspection law is proposed for Wisconsin by G. F. Wilson of O. H. Perry & Co., grain dealers at West Superior. It is to follow closely the grades and regulations of Illinois and Minnesota.

San Francisco's exports from July 1 to Nov. 25, 1891, included 6,767,174 centals wheat and 479,865 barrels flour, against 4,447,815 centals wheat and 485,775 barrels flour during the corresponding period of 1890.

Newfoundland has imposed a duty on flour, discriminating against Canadian flour in favor of the American product, and New England millers are organizing to get control of Newfoundland's very profitable trade.

British North America imported from the United States in October 457,903 bushels corn, valued at \$267,140, against 369,680 bushels, valued at \$197,392, the October preceding. For the ten months ending Oct. 31, that country imported from the United States 3,514,956 bushels corn, valued at \$2,222,368, against 7,524,454 bushels, valued at \$3,015,549, for the same month of 1890.

Wheat imports into British North America from the United States during October were 416,713 bushels, valued at \$407,008, against 444,243 bushels, valued at \$440,514, during the preceding October; and during the ten months the trade in wheat amounted to 4,219,850 bushels, worth \$4,204,497, against 1,985,750 bushels, worth \$1,900,000, during the ten months ending with October, 1890.

Minneapolis has started a relief measure for the starving Russian peasants. The scheme is to send a shipload of flour to Russia by the middle of January, and the 5,000 merchant millers of America are to be asked to help. The cargo will be 3,000 tons, or 6,000,000 pounds, or 50,000 barrels, worth \$125,000. The Russian Minister at Washington has been communicated with, and in his absence the Charge d'Affaires at New York wires that he has laid the matter before his country.

Iowa 331,562,000 bushels of corn, Illinois 241,076,000, Missouri 201,176,000, Kansas 168,863,000, Nebraska 145,004,000, Indiana 116,490,000, Ohio 96,230,000, Texas 93,122,000, Kentucky 86,040,000, and Tennessee 81,824,000, are the ten leading corn growing states according to the estimates of the Department of Agriculture. Iowa is also at the head of the list in point of average yield, her rate being 36.7 bushels per acre. Ohio's average is placed at 33.7, Indiana's 32, Illinois' 31.2, Missouri's 29.9, Kansas 26.7, Nebraska's 36.3.

There are indications that the market for flaxseed will show considerable improvement before the winter is over. Western mills, because of the lack of competition, have not stocked up as well as they did last season and promise to be in the market as buyers later. It is said that the disastrous purchases of last year resulted in a limiting of the trust's banking facilities to such an extent that it is now buying seed for May delivery, and paying the $7\frac{3}{4}$ cents premium over December prices rather than make a cash outlay at the present time.

ELEVATOR AND GRAIN NEWS

Send us the news of your district.

A rice mill is talked of at Winter Haven, Fla.

A grain elevator is to be built at O'Neill, Neb.

A storage elevator is projected at Lincoln, Neb.

Jacob Betz is building a brewery at Walla Walla, Wash.

J. W. Rudd, grain dealer at Logan, Ia., has sold out.

Thomas & Haines will build an elevator at Malvern, Pa.

A 30,000-bushel elevator is being built at Hannibal, Mo.

Israel Derocher has built an elevator at Belle River, Ont.

C. H. Munzinger is building a brewery at Milwaukee, Wis.

Joseph Hussa is rebuilding his brewery at Bangor, Wis.

A flax fiber mill has been put in operation at Austin, Minn.

A. P. Miller & Co., grain dealers at Stanton, Ia., have sold out.

The farmers have completed their new elevator at Morden, Man.

The elevator at Conkling, N. D., has been closed for the season.

George Kayes, dealer in grain and seeds at Milton, Ia., has sold out.

Henry Nestar has sold out the Nebraska Seed Company at Omaha.

The Vicksburg Brewing Company is building a brewery at Vicksburg, Miss.

A grain elevator and mill will be built at Staunton, Va., by Bowling, Witz & Holt.

J. T. Ward, dealer in grain, feed, coal and drugs at Malvern, Ia., has sold out.

Anything of interest to the trade will be published in our columns free of charge.

J. Moore of Carlisle, Pa., is rebuilding his grain elevator and mill at Mooredale.

The Monarch Brewing Company has been incorporated at Chicago. Capital \$500,000.

Gill & Wright will build an elevator in connection with their flour mill at Duluth, Minn.

Railsback, Mitchell & Co., grain dealers at Ashland, Neb., have dissolved partnership.

Isaac Spicer, Lantz & Co., grain dealers at Falmouth, N. S., have dissolved partnership.

Lockwood Bros., grain dealers at Harlan, Ia., have been succeeded by Hancock & Co.

An elevator is to be built at Wilmington by the Atlantic Coast Line of Wilmington, N. C.

A quantity of barley has been shipped from Canada through Buffalo in bond for export.

Mcroe & Teel, dealers in grain and produce at Baraboo, Wis., have dissolved partnership.

The Midway Elevator Company of Minneapolis, Minn., has amended its articles of incorporation.

Emmet Schultz, stationmaster at Tariffville, Conn., has gone into the grain and feed business.

Andrews, Wood & Co., dealers in grain and flour at Nashua, N. H., have dissolved partnership.

Sornby & Norman, dealers in grain and lumber at Wheeling, Mo., have dissolved partnership.

Duncan Bros., dealers in grain, coal and live stock at Roseland, Neb., have dissolved partnership.

A large amount of wheat will be stored in elevators and vessels at Duluth for shipment in the spring.

Johu J. Mauntel & Co., formerly Mauntel, Borgess & Co., have entered the grain trade at St. Louis.

J. D. McClean, grain dealer at Cook and Palestine, O., has turned his elevator over to Scott Chenoweth.

Elevators "B" and "I" at Duluth, Minn., after standing idle two years, are being prepared for work.

Capt. Thomas Ryan has completed his new 125,000-bushel elevator at Black Rock in Buffalo, N. Y.

The Texas & Pacific is about to open bids for the proposed elevator at Westwego in New Orleans, La.

B. Jackson, grain dealer, and H. L. Preston, lumber dealer at Dunlap, Ia., have formed a partnership.

The new belt railway at Minneapolis, known as the Western Railway Co., has not made reduced switching

charges as promised. Consequently grain and elevator men consider themselves ill used.

The steamer Abner O'Neal is frozen in the ice on the Missouri above Bismarek, N. D., with a load of wheat.

A million-bushel elevator is to be built at Fort Worth, Tex. Gen. F. M. Clarke is interested in the enterprise.

An elevator of 200,000 bushels' capacity has just been completed at Toledo, O., by the East Side Flouring Mill.

L. M. Gadley & Co. of Scottsville, have just completed an 18,000-bushel elevator in connection with their mill.

M. A. Davis of G. Davis & Son, dealers in grain and hay at Savannah, Ga., has withdrawn from the partnership.

A railway is to be constructed between Minneapolis and Marinette, Wis., where large elevators are to be built.

The schooner G. C. Finney left Toledo Nov. 7 with 20,000 bushels of wheat and has not been heard from since.

An elevator of 15,000 bushels' capacity is to be built at Mitchell, S. D., by F. H. Peavey & Co. of Minneapolis, Minn.

The new 200,000-bushel elevator of the Consolidated Milling Company at Minneapolis, Minn., is about completed.

James Stewart & Co. of St. Louis are building a 125,000-bushel elevator at Hannibal, Mo., for J. H. & J. C. Gregg.

The barge Senator, the first vessel to unload at the new Wells Elevator in Buffalo, N. Y., overran 290 bushels.

Prominent business men of New Orleans have petitioned the Illinois Central Railroad to build elevators in that city.

Corn thieves are numerous in the neighborhood of Rich Hill, Mo., where they steal the golden maize by the wagon-load.

Joseph Remington is being tried at Fargo, N. D., for the murder of J. B. Flett, elevator agent at Arthur, ten months ago.

Edson Gregg of Gregg Bros. of Kansas City, Mo., is investigating with a view of erecting a grain elevator in Mobile, Ala.

The Tacoma Warehouse and Elevator Company of Tacoma, Wash., has increased its capital stock from \$100,000 to \$150,000.

The Canadian hay trade with the United States has been very light this year. Not any has been shipped from Kingston of late.

Honstain Bros. of Minneapolis, Minn., have just completed a 25,000-bushel elevator for the Farmers' Alliance of Howard Lake, Minn.

The Rochester Elevator at Rochester, N. Y., has been enlarged by 100,000 bushels, and is to be used as a storage house during the winter.

J. A. Campbell & Son of Lincoln, Neb., builders of grain elevators, have commenced the erection of an elevator at Litchfield, Neb.

Ricketts & Sale have placed in their elevator at Dewey, Ill., a Lewis Gas Engine made by the Webster Manufacturing Company, Chicago.

Work on the million-bushel elevator at Galveston, Tex., was commenced Nov. 26 by James Stewart & Co., elevator builders of St. Louis.

The A. P. Dickey Manufacturing Company of Racine, Wis., has sold machines to go into elevators at Falmouth and Summerfield, Kan.

The grain dealers at Eagle, Neb., are getting all the corn they can handle, and on some days the streets are full of wagons waiting to unload.

A car containing 1,200 bushels of wheat was received at Sanderson's mills in Milwaukee Nov. 14. Some of the car's springs were broken.

The Lamberton Elevator Company of Winona, Minn., has purchased two separators of Huntley, Cranson & Hammond, Silver Creek, N. Y.

Four machines have been furnished by the A. P. Dickey Manufacturing Company of Racine, Wis., for the elevator at Minneiska, Minn.

The Davison Company Elevator Company has completed a new elevator at Mitchell, S. D., on the Chicago, Milwaukee and St. Paul Railway.

Wm. A. Flint & Son have placed a Lewis Gas Engine in their elevator at Tonica, Ill., made by the Webster Manufacturing Company, Chicago.

A. Allen & Co., grain dealers at Jackson, Miss., are putting in a cornmeal mill bought of the Edward P. Allis Company of Milwaukee, Wis.

Honstain Bros., the Minneapolis elevator architects and builders, have just finished a 20,000-bushel elevator for Joseph Roach at Castle Rock, Minn.

The Barnard & Leas Manufacturing Company of Moline, Ill., has recently sold to the St. Paul & Kansas City Grain Company nine complete elevator outfits to be

located at Gilbert Station, Collins, Bagley, Dedham, Cambridge, Maxwell, Panama, Perry, and Zearing, Iowa.

The A. P. Dickey Manufacturing Company, of Racine, Wis., has recently sold machinery to be placed in elevators at Lindenwood and Sheldon, Ill.

A grain elevator has been built at Angola, Ind., for the Lake Shore & Michigan Southern Railroad by the Metcalf Macdonald Company of Chicago.

A hull-less oats case is being litigated at Annapolis, Md. The suit of Griffith versus Shipley was remanded by the court of appeal for a new trial.

The Commercial Club of Mobile, Ala., has proposed to build elevators, etc., to accommodate the entire export grain trade of the Missouri River country.

J. A. Campbell & Son of Lincoln, Neb., designers and builders of grain elevators, have commenced the construction of elevators at Humboldt, Neb.

In ninety days Peavey & Co. of Kansas City handled 21,000 cars of grain, and paid \$6,500,000 cash to the grain shippers and producers of Kansas.

The O. D. Harms Implement Company has bought the Deeks Elevator at Fremont, Neb., which has stood idle for a long time, and will open it for business.

Johnson & Armstrong of La Salle, Ill., have equipped their elevator with a Lewis Gas Engine made by the Webster Manufacturing Company of Chicago.

Franklin, Edson & Co., grain commission dealers of New York City, have dissolved partnership. M. F. Edson, Jr., continues the business in his own name.

The new Empire Elevator at Minneapolis, Minn., will have in its equipment two large separators furnished by Huntley, Cranson & Hammond, Silver Creek, N. Y.

Honstain Bros. of Minneapolis, Minn., architects and builders of grain elevators, are building a 30,000-bushel elevator for A. C. Andrews at Murrey Siding, N. D.

J. A. Campbell & Son, elevator builders of Lincoln, Neb., are repairing and remodeling grain houses at Diller, Salem and Fairmount, Neb., and Winfield, Ia.

The Metcalf-Macdonald Company, grain elevator builders of Chicago, has built an elevator at Rolling Prairie, Ind., for the Lake Shore & Michigan Southern Railroad.

An Exhibit will be made at the World's Columbian Exposition of a model showing the Baltimore and Ohio grain elevator handing grain into ships at Baltimore, Md.

J. Sidebotham, wheat buyer at Hillsboro, N. D., for S. S. Linton & Co. of Duluth, sold some of the firm's wheat, pocketed the proceeds, and left for England recently.

Benjamin Hammer recently installed a Lewis Gas Engine in his elevator at Polo, Ill. The Webster Manufacturing Company of Chicago, made and furnished the engine.

Suit has been brought at Bismarck to again test the validity of the law passed by the North Dakota Legislature compelling elevators to store grain for two cents per bushel.

Believing that the grain buyers are not paying fair prices, the business men of Fairmount, Minn., have organized to build a warehouse and buy grain at better figures.

John A. Waddington, grain dealer at Geneva, Ia., recently consigned the largest earload of oats to Peoria that was ever unloaded in that city. The car contained 2,700 bushels.

Honstain Bros. of Minneapolis, Minn., architects and builders of grain elevators, are building another annex to the Linton Elevator in that city of 150,000 bushels' capacity.

J. M. Omstead of Woodstock, Ia., has bought of the Barnard & Leas Manufacturing Company of Moline, Ill., a complete elevator outfit, including cleaning machinery, sheller, etc.

The E. M. Dickey Company, proprietors of the Eureka Elevator at East DuHuque, Ill., elevated, cleaned and graded 1,562 cars of grain in the three months ending Nov. 30.

Charles A. Peaks, who, while superintendent of the Boston and Albany grain elevators in Boston, embezzled \$5,000 last August and disappeared, has been arrested at Halifax, N. S.

Huntley, Cranson & Hammond of Silver Creek, N. Y., have sold a separator to the City Elevator Company and a seourer to the St. Anthony Elevator Company, both of Minneapolis, Minn.

A. V. Huff, elevator agent at Rockville, Minn., holds the record as champion fisherman of Grand Lake. While fishing by torchlight he hooked a pickerel weighing twenty-seven pounds.

A farmer named Curry hauled a load of corn to Houston & Bro's. elevator at South Charleston, O., and drove into the trap door through which both horses fell into the granary below.

The Standard Oatmeal Company of Rock Falls, Ia., has placed an order with the Des Moines Manufacturing and Supply Company of Des Moines, Ia., for dusting reels, oat cleaners, suction fan, burrs and burr curbs,

silent feeders with copper hoppers, groat steamers, elevator heads, elevator boots, belting, buckets, shafting, pulleys, journal boxes, collars, etc., for their oatmeal mill.

The Bryan Commission Company of Omaha, Neb., dealing not in the actual stuff, but in futures, etc., suspended recently, pending negotiations for the transfer of the business to a new firm.

The Hubbard Mill and Elevator Company has been incorporated at Hubbard, Minn. Capital stock, \$75,000; incorporators, J. A. Boggs and Wm. C. McAdam of Duluth and E. C. Lincoln of Superior, Wis.

The Lone Star Elevator Company has been incorporated at Dallas, Tex., to erect and maintain a grain elevator. Capital stock \$250,000; incorporators J. M. Rauch, M. Gray, R. A. Ferres and others.

George L. Pratt of Buffalo has begun suit against Theodore W. Myers of New York for \$4,000, which Pratt had advanced to J. C. Allen & Co., grain dealers, who failed and transferred the money to Myers.

E. W. Eames has sold a half interest in his recent purchase, the International Elevator at Buffalo, N. Y., to Thomas A. McIntyre of McIntyre & Wardwell, grain dealers on the New York Produce Exchange.

The Beatrice Broom Manufacturing Company has been incorporated at Beatrice, Neb., by A. L. Green, A. C. Bradley, O. P. Fulton, W. D. Hill, G. H. Burton, I. W. Funck, J. P. Anderson and C. F. A. Barthling.

A new elevator is being built at Castle Rock, Minn., on the site of the one recently burned, by Joseph Roach. T. Clute, one of the lessees of the burned elevator, will operate the new house, which is almost finished.

The propeller Oregon, bound for Ogdensburg with 69,000 bushels of oats, ran upon a shoal while coming down the St. Lawrence River Dec. 7, and began to leak. The water damaged a large portion of the cargo.

Ninety-seven per cent. of the creditors of the Chicago branch of S. V. White & Co. of New York have accepted 50 cents on the dollar, and petitioned the court to order the receiver to settle with them on that basis.

A large quantity of wheat is held back in Western Kansas on account of the car shortage. The railroads are unable to move the grain, and the elevators have become so full that buying is practically at a standstill.

Williams & Petersen of Pomeroy, Ia., placed their order recently with the Des Moines Manufacturing and Supply Company of Des Moines for a complete outfit of elevator machinery for their new elevator at Pomeroy.

The McKinney Mill and Elevator Company has been incorporated at McKinney, Tex., with \$39,000 capital stock to build and operate elevators and mills. Directors: T. T. Emerson, E. N. McAuley, J. L. White and others.

The A. P. Dickey Manufacturing Company of Racine, Wis., has recently sold grain handling machines to be placed in the elevator at Farwell, Neb., and two Overblast Separators to be set in a house at Humboldt, Neb.

Of late years the ramie plant has been investigated with a view toward the utilization of the valuable fiber it contains. This fiber is said to be as strong as flax, as lustrous as silk, and applicable to a great variety of uses.

Strong & Miller have purchased a scourer for their elevator at Hasting, Minn., from Huntley, Cranson & Hammond of Silver Creek, N. Y. The Union Improvement Company of Duluth has also purchased a scourer of this firm.

The Canadian Pacific elevators at Fort William, Ont., are taxed to full capacity to unload the wheat received, but the large annex which is being constructed will soon be completed, adding materially to handling and storage facilities.

Martin D. Stevers & Co., commission merchants and dealers in grain, seeds and provisions of Chicago, have incorporated with \$50,000 capital stock. Martin D. F. Stevers, Fred D. Stevers and H. E. Gale compose the company.

Col. John Reed, assignee of the firm of Hazenwinkle & Cox, Bloomington, Ill., received an order Nov. 9 from Judge Myers instructing him to sell the two elevators and the sawmill at Hudson, the elevator at Fletcher and the Normal elevator.

J. H. Laughlin of Clarion, Ia., has recently purchased of the Des Moines Manufacturing and Supply Company of Des Moines, Ia., one 25-horse power center crank, slide valve engine, also one 30-horse power steel tubular boiler, complete.

L. M. Clayton of Van Meter, Ia., has recently purchased of the Des Moines Manufacturing and Supply Company of Des Moines, Ia., one of their 25-horse power center crank, slide valve engines, one 30-horse power steel tubular boiler, complete.

The farmers' elevator at Neepawa, Man., has been completed. The charge for storing grain is 2 cents per bushel for the first fifteen days, and one-half cent for each additional fifteen days until a charge of 4 cents has accumulated, after which no further charge will be made.

Vorhees Bros. of Williams, Ia., recently placed their order with the Des Moines Manufacturing and Supply Company of Des Moines, Ia., for one 10-horse power center crank slide valve engine, and one 12-horse power horizontal tubular boiler, with all fittings for same. They

also placed their order with the same company for the complete outfit of machinery for their new elevator at Williams.

Sheffield, Ia., has three grain elevators all on the Iowa Central in Franklin County. One of them is operated by Joseph Perrin, Richard Wilde and Simon B. Raw. The other two are run by Thomas Thomas and Edward Thomas, under the firm name of Thomas Bros. The former is mayor of the city.

During the year the Cache Valley of Northern Utah raised 400,000 bushels of wheat for export. It all goes from Corinne, via the Southern Pacific, to Port Costa on San Francisco Bay, where it is reshipped to Liverpool and other foreign ports. The cost of the haul to Port Costa is 25 cents per 100 pounds.

The Metcalf-Macdonald Company, engineers and elevator builders of Chicago, has just closed a contract with the Central Vermont Railroad Company to build an elevator at Norwood, Vt., of 200,000 bushels' capacity. This is the third elevator contract awarded to the Metcalf-Macdonald Company by the C. V. R. R. Co.

J. A. Irving of Anita, Ia., has placed his order with the Des Moines Manufacturing and Supply Company of Des Moines for one D. M. & S. Co. Engine and Boiler, one combined corn sheller and cleaner, including the necessary shafting, pulleys, journal boxes collars, etc., for setting the above in his building according to plans.

Owing to a decrease in the supply of seed, the cottonseed oil mills in Western Tennessee, Eastern Arkansas and Mississippi have broken the agreement not to pay more than \$9 and \$10 per ton for seed when delivered at Memphis by barge or rail respectively. The Cotton Oil Trust has put up the price in its endeavor to buy up all the seed.

Brasch & Rees, dealers in grain, coal and live stock at Norfolk, Neb., have just completed a 20,000-bushel elevator on the F. E. & M. V. R. R., the first elevator to be built in Norfolk. It is equipped with the latest improved machinery. Messrs. Brasch & Rees recently contracted to deliver 100,000 pounds of corn at the Government Indian agency in Pine Ridge.

The Canadian Pacific has notified the grain dealers of Winnipeg that no grain shipments over the West Shore into New York will be received until further notice. The trouble has been caused by grain men shipping grain through and leaving it at the terminal points and on the sidings waiting for an opportunity to sell it. This has caused a blockade on that road.

The Alta Roller Mill Company of Alta, Ia., has recently placed an order with the Des Moines Manufacturing and Supply Company of Des Moines, Ia., for one 6-ton Fairbanks Scale, one Eureka Warehouse Separator, elevator heads, elevator boots, shafting, pulleys, journal boxes, collars, belting, elevator buckets, bolts, etc., and the millwright work of setting the machinery.

Rait & McGlasben of Morrison, Ia., have recently purchased one of the Des Moines Manufacturing and Supply Company's slide valve engines, one Dutton Automatic Grain Scale, turn heads, shafting, pulleys, journal boxes, collars, sprocket wheels, link belt, leather belting and rubber belting, etc., of the Des Moines Manufacturing and Supply Company, who set same in their elevator building at Morrison.

Barley exports from Canada have decreased to less than one-half of what they were before the duty levied by the United States went into effect. During the fiscal year ending June 30 the exports were 4,892,337 bushels, against 9,975,908 bushels for the fiscal year ending June 30, 1890. During the last fiscal year 4,751,952 bushels went to the United States, 132,660 bushels to Great Britain, and 7,114 bushels to Newfoundland.

The elevators have done a wonderful business this season, having earned \$1,000,000, besides the large amount obtained for the use of the steam shovel. On account of bunching cargoes at the city elevator, and the growing scarcity of cars, it is feared that the elevators will get swamped, especially as some will be in danger of blockade from the winter stock already going in.—*Buffalo Correspondent Northwestern Miller.*

Shippers of grain from this port have made good profits during the past fall, and shipments of wheat, barley, rye and oats now arriving on the other side are said to be making money. One firm in this city is said to have made \$75,000 on its shipments of rye alone. Another firm has done splendidly on its barley shipments, and on the whole most of our grain exporters have made money this season.—*Trade Bulletin, Montreal.*

The City of Chicago Grain Elevator Company has petitioned the Circuit Court that it be made a party to the condemnation suit brought by the city against the Chicago, Rock Island & Pacific Railway to obtain certain lands for a proposed improvement by which a part of the river dock and two spouts of the Iowa Elevator will be rendered useless, thus injuring the elevator company to the extent of \$100,000, in which sum due compensation will be contested for.

Field, Lindley, Wiechers & Co. of New York assigned to Charles Gould Nov. 27. In 1877 Edward M. Field formed a partnership in the grain trade under the name of Tift, Truesdell & Field. This firm was succeeded two years later by Field, Lindley & Co., who obtained \$500,000 special capital from Cyrus W. Field last March. A reorganization was effected last April, and the firm

claimed \$500,000 capital and total assets of \$800,000, of which the assignee is now unable to find any, the mismanagement or speculations of Edward M. Field having dissipated the firm's resources.

Chief Grain Inspector Clausen of Minnesota says that many of the country elevators are already full of wheat. He is pleased with the faxseed receipts at St. Paul, Minneapolis and Duluth during the present season. Minneapolis has received over 3,500 cars, St. Paul 1,200, and Duluth about 250, a total of 5,000 cars, or 3,500,000 bushels. The crop of the whole country is only 11,000,000 bushels, so that it is apparent that the three Minnesota points have handled one third of it.

Seiffert & Weise of Avoca, Ia., have recently built a large elevator at Hancock, and furnished the elevator at Oakley with a new 25-horse power slide valve engine. The new elevator at Hancock was furnished with a 30-horse power boiler, a 25-horse power engine, a corn sheller, corn cleaner, barley and wheat cleaner, with the necessary elevators for handling the different kinds of grain, all of which were purchased of the Des Moines Manufacturing and Supply Company of Des Moines, Ia.

The Metcalf-Macdonald Company, engineers and elevator builders of Chicago, have just completed an elevator for A. Guckenheimer & Bros. of Freeport, Pa., having a storage capacity of 250,000 bushels. The storage requirements of Messrs. Guckenheimer's trade, used exclusively in their extensive distilling business, called for a comparatively small handling capacity as compared with the amount of storage. This was accomplished by the adoption of the belt conveyor system of handling the grain to and from the bins. The operating machinery is located in one end of the house and consists of an elevator of 6,000 bushels' capacity per hour. A belt conveyor above the bins and one beneath have the same carrying capacity. The equipment for loading and handling cars is complete and very efficient. The contractors have introduced into this elevator their improved system of bin bottom construction by which settlement is provided for, in the hopper bottoms of the bins, corresponding to the settlement of the plank walls, thus obviating all strain between the two. Rope transmission is used on all main drives. All the machinery was furnished by the Webster Manufacturing Company of Chicago, except the engine, which was supplied by Chandler & Taylor of Indianapolis, Ind.

Among the elevators recently completed by the Metcalf-Macdonald Company of Chicago was one for Marshall Kennedy & Co. of Pittsburg. This elevator is located on the Marshall Kennedy mill property at Allegheny City, Pa., and holds 100,000 bushels. Owing to the peculiar conditions under which the railroad switches approach the elevator, the track on one side being about fourteen feet higher than the track on opposite side, it became necessary to carry the bin story on a heavy framework to a level with the highest track. Grain is received from the lower track directly on a belt conveyor and run to an elevator located in the opposite end of the house; the grain from the elevated track also is discharged directly into the boot hopper. The weighing is done in the cupola in twin hopper scales which discharge on the top belt conveyor. The power is obtained from the company's mill by means of manilla rope transmission and is distributed by the same means to all the machinery in the elevator. The machinery was furnished by the Webster Manufacturing Company of Chicago. The Metcalf-Macdonald Company have used their patent lintel construction in the framework of the first story by which the load of the building and contents is relieved from the center of the main girders, and by the arch formation of the lintel, is thrown directly on the cluster columns.

TO SPlice ELEVATOR BELTS.

If rubber, butt the ends of belt together and fasten by patent steel lacing. Fasten piece of belt on back side of belt, six, eight or twelve inches long, according to the width of the belt, and either rivet, bolt or fasten by steel lacing through both thicknesses of belt. Use punch for making holes for bolts in rubber belt. If leather belt, same way as above, using punch to cut holes for bolts. If cotton belt, use awl to make holes.—*H. W. Caldwell & Son's Catalogue.*

SHIFTING EXPECTATIONS.

There has been much shifting of positions among grain dealers that want to keep step with the tendency of markets this season. The early feeling in grain circles and outside of them was that prices would advance considerably during the year. It was impossible to give a logical reason for the expectation, excepting to base the conclusion upon statements whose truthfulness was not well established.

Now the statements are found to have contained errors and the whole framework of the high price structure is shaky. If wheat advances it will likely be advanced by new developments in crop prospects or accidents. These are likely to occur. The new crop is going into the winter, not under the most favorable circumstances here or in Europe, and latest returns from Australia say that crops do not promise so well as had been expected. After all the general crop prospect is not actually bad.

F. M. Cockrell of Dallas, Tex., writes: "The AMERICAN ELEVATOR AND GRAIN TRADE is a great and magnificent medium for advertising."

PRESS COMMENT.

DANGEROUS TO THE GRAIN BUSINESS.

Grain inspection is just now the very life blood of the Nebraska grain market. The hickerings of the inspection department are not only contemptible but dangerous to the grain business. We must have sufficient inspection at the hands of competent inspectors, and the malice or want of sense of one man temporarily in authority should not be permitted to embroil others to such an extent as to hinder the development of the grain business under the warehouse system devised by the last legislature.—*Omaha Bee*.

BULL PREDICTIONS.

There never was a year in which there was so much boom literature in circulation regarding wheat prices as was the case at the commencement of the present crop year. All sorts of extravagant predictions were made, and papers were filled with articles proving that wheat must reach starvation prices before long. Never has there been a greater failure of realizing bull predictions. Wheat has steadily refused to boom. The situation certainly appeared strong on the surface, but it was evident that the matter of predicting big prices was being overdone. It was carried to an unreasonable extent, and in fact beyond all reason, and ordinary prudence indicated that it would be wise to put little faith in them.—*Winnipeg Commercial*.

GRAIN INSPECTION IN NEBRASKA.

The grain inspection feature of the new warehouse law is working much better than seemed possible a few weeks ago, and if the legal difficulties in the way of the inspectors can be removed, there is no doubt that the act will result very advantageously to the state. It is gratifying to the people of Lincoln especially to note the growth of a large business here, and to hear that in the near future the present elevator capacity will be largely increased. Lincoln is by location and railroad communication the natural grain center of the state. Grain can be collected here and forwarded to the principal markets more easily than at any other point in Nebraska, and if our dealers push the work with as much energy as they have shown thus far this season, there can be no doubt of the future of this market.—*Nebraska State Journal*.

THE DECLINE IN WHEAT.

To such an extent had the Russian ukase prohibiting the export of wheat been discounted that prices on both sides of the Atlantic have been declining ever since its actual enactment. It is certain that the production in Canada and the United States for this year is the largest on record, and it is the enormous surplus which this continent has to spare, along with the amplitude of immediately available stocks, that acts as a strong counterpoise to the bullish feeling which still exists in some quarters on either side of the Atlantic. Unless the shortage in Europe has been absurdly exaggerated, higher prices are bound to rule in the future, even admitting that the United States wheat crop is 625,000,000 bushels. We would not, however, be surprised to find Europe in possession of a much larger crop than estimates have credited her with.—*Montreal Trade Bulletin*.

HARD TO SATISFY.

Among the hardest men to please are the men that have bought wheat and are holding it for a rise. They not only work deliberately to smother their own common sense, but take aggressive action to silence opinions of others that do not happen to be in harmony with interests they have made their own. Whoever states a naked fact, that he does not twist to fit the warped judgments of such selfish interests, is seriously out of line. Men whose interests happen to be upon the other side are quite as hard to satisfy. They distort the truth as much, with the chief difference that the latter feel that their interests are at war with the prosperity of grain producers, and experience conscious guilt, even if they are right, while if wrong theirs is a merited disaster. If the former are wrong they have at least the satisfaction to justify their effort as a contribution to the prosperity of their section.—*Minneapolis Market Record*.

MERCURIAL ECONOMISTS.

Now the mercurial economists, again noting the great increase in wheat exports from the United States and the prohibition of exports from Russia, where famine prevails in twenty-one provinces and affects 30,000,000 people, and once more ignoring the causes that have produced the change, promptly throw Russia out of the account totally and reinstate the United States as the one great producer and exporter of wheat upon whom reliance may be placed by the importing countries of Europe. These self-called economists cannot secure and retain the confidence of the business world by such changes of belief and such evident ignoring of the causes that have affected wheat production throughout the Northern Hemisphere during the past three seasons. The crop liars and bear and bull fake experts are bad enough, but the solemn economists, with

their fool formulas, their tangle-foot logic, and their general muddle-headedness, are infinitely worse and more and more tiresome.—*Milling World, Buffalo*.

PUBLIC WAREHOUSE LAW FOR IOWA.

One of the measures, and one more important than any other, now engaging the attention of the public mind is the passage of a public warehouse law. The farmers and the business men of Iowa need this above all things at the present time. There are something like 290 grain elevators in this state, and in the larger cities like Des Moines, Council Bluffs, Sioux City and Dubuque these, on becoming public warehouses, can have their grain inspected by a chief inspector and his assistants for each of the counties in which these cities are located. In this way Iowa inspection will be known and accepted everywhere, and through this instrumentality alone many millions of dollars will be saved to the farmers and business men of Iowa.—*Nonpareil, Council Bluffs*.

THE EXCHANGES

Victoria, B. C., will erect a new board of trade building.

Tickets of membership in the New York Produce Exchange are selling at \$900.

Tickets of membership in the Minneapolis Chamber of Commerce are selling at \$400.

The Omaha Board of Trade has asked the railroads to make a millage in transit rate for Omaha.

The Montreal Board of Trade has awarded the contract for building its new structure, which is to cost \$354,000.

Secretary Bell of the Winnipeg Board of Trade visited New York recently. His object was to have Manitoba wheat listed on the New York Produce Exchange.

A change in the rules of grain inspection was made by the Milwaukee Chamber of Commerce Oct. 21 striking out the term rejected wherever it occurs and making "Rejected" "No. 4."

An amendment to the rules of the Milwaukee Chamber of Commerce has been proposed by which new members will be elected by the board of directors instead of the full membership as at present.

Robert Lindblom's Chicago quotations to the St. Louis Merchants' Exchange ceased a month ago. R. H. Nichol, who supplies many bucket shops with the quotations, has offered to supply the Merchants' Exchange also.

The Grain Committee of the Philadelphia Commercial Exchange met Dec. 9 and received the official report of Chief Grain Inspector Foering on his recent trip of inspection through the corn raising sections of the country.

An investigating committee was appointed by the Chicago Board of Trade to trace, if possible, the origin of the lying telegram which was recently received on the trading floor stating that the Russian ukase had been put into effect, thus causing heavy loss to many operators and bringing the board into disrepute.

A motion supported by the conservative party was presented in the German Reichstag Nov. 20 demanding that the government introduce a bill placing the bourses under the control of the state, and rendering persons who gamble on time margins, especially in articles of consumption, liable to criminal prosecution.

A Chamber of Commerce was organized at Galveston, Tex., Nov. 29. The capital stock is \$10,000, which may be increased to \$100,000, divided into shares of \$50. The directors elected the following officers: President, W. F. Ladd; first vice-president, A. M. Truchart; second vice-president, P. J. Willis; treasurer, George Sealey, and secretary, Irwin Mahon.

B. P. Hutchinson has sold the ticket of membership in the New York Produce Exchange which he purchased recently, and sent a letter withdrawing his application for membership, but giving no reasons. He said later: "I withdrew my application because I objected to going before a committee to be examined as to my fitness to become a member of their exchange. I am too well known to all of them to need any examination. Everybody knows me and my business. I wouldn't submit to any such nonsense and so I withdrew."

Thomas J. Ryan of the Chicago Board of Trade sold for Harry B. Schloss 40,000 bushels of November corn to Lamson Bros. & Co. Claiming that there was a corner Schloss procured an injunction restraining Ryan from settling the difference between the real and the fictitious value. Lamson Bros. & Co., according to the rule that when one member complains that another refuses to make settlement, such member may be expelled, requested the board to suspend Ryan until he paid over \$3,512.50 belonging to Schloss. Ryan, however, was prevented from doing this by the order of the court, and to protect himself filed a bill in court and obtained a writ enjoining the board from suspending him from its membership.

LATE PATENTS

Issued on November 10, 1891.

SCREENINGS MACHINE.—Lewis Detar and Lewis Munshower, Shelocta, Pa. (No model.) No. 462,810. Serial No. 395,090. Filed June 4, 1891.

GRAIN METER.—Elmer N. Batchelder and Fred E. Lovejoy, Portland, Me. (No model.) No. 462,680. Serial No. 377,195. Filed Jan. 9, 1891.

BALING PRESS.—Joseph Rowe, Woods, Tex. (No model.) No. 463,076. Serial No. 403,310. Filed Aug. 25, 1891. Renewed Aug. 21, 1891.

BALING PRESS.—William S. Reeder, St. Louis, Mo., assignor to the Kingsland & Douglas Manufacturing Company, same place. (No model.) No. 462,930. Serial No. 377,285. Filed Jan. 9, 1891.

BALING PRESS.—Charles P. Wiggins, Memphis, Tenn., and James M. Pollard, Washington, D. C. (No model.) No. 462,753. Serial No. 368,849. Filed Oct. 21, 1890.

Issued on November 17, 1891.

AUTOMATIC GRAIN WEIGHING MACHINE.—Hamilton Parrish, New York, N. Y. (No model.) No. 463,407. Serial No. 373,190. Filed Dec. 1, 1890.

Issued on November 24, 1891.

MACHINE FOR FACILITATING GRADE SEPARATION OF NUTS OR GRAIN.—Benton H. Vellines, Norfolk, Va., assignor to the Norfolk Peanut Co., same place. (No model.) No. 463,976. Serial No. 396,964. Filed June 20, 1891.

GRAIN METER.—Charles J. Hartley, Decatur, Ill., assignor of two-thirds to John K. Warreu and Bradford K. Durfee, same place. (No model.) No. 463,988. Serial No. 386,461. Filed March 26, 1891.

BALING PRESS.—Charles E. Whitman, St. Louis, Mo. (No model.) No. 463,929. Serial No. 396,934. Filed June 20, 1891.

AUTOMATIC GRAIN WEIGHER.—Charles J. Hartley, Decatur, Ill. (No model.) No. 463,743. Serial No. 364,961. Filed Sept. 15, 1890.

BALING PRESS.—Andrew Wickey, Chicago, Ill. (No model.) No. 463,673. Serial No. 341,120. Filed Feb. 20, 1890.

HAY PRESS.—John H. Gardner, Dalton, Ga. (No model.) No. 463,662. Serial No. 394,526. Filed May 29, 1891.

GRAIN CAR DOOR.—Don D. Miles, Aurora, Ill. (No model.) No. 463,637. Serial No. 384,233. Filed March 9, 1891.

Issued on December 1, 1891.

GRAIN CAR DOOR.—John T. McGehee, Guthrie Center, Ia. (No model.) No. 464,078. Serial No. 389,067. Filed April 15, 1891.

MAGNETO-ELECTRIC IGNITOR FOR COMBUSTIBLE VAPOR ENGINES.—Leonidas G. Woolley, Grand Rapids, Mich. (No model.) No. 464,347. Serial No. 366,273. Filed Sept. 26, 1890.

REVOLVING CLEANER FOR NUTS, GRAIN, ETC.—Benton H. Vellines, Norfolk, Va., assignor to the Norfolk Virginia Peanut Company, same place. (No model.) No. 464,468. Serial No. 398,273. Filed July 2, 1891.

DOUBLE-SWIVEL GRAIN-DISTRIBUTING SPOUT.—Edw. D. Mayo, Minneapolis, Minn., assignor to Barnett & Record, same place. (No model.) No. 464,101. Serial No. 402,755. Filed Aug. 15, 1891.

Issued on December 8, 1891.

GRAIN CAR DOOR.—Harry G. Epps, Paris, Ill. (No model.) No. 464,709. Serial No. 392,477. Filed May 12, 1891.

BALING PRESS.—Jesse B. Johnson, Indianapolis, Ind. (No model.) No. 464,613. Serial No. 391,444. Filed May 4, 1891.

Reissue.

CONVEYOR.—Charles S. Wells, Bay City, Mich., assignor to Harry W. Garland, same place. No. 11,206. Serial No. 379,181. Filed Jan. 27, 1891. Original No. 406,186, dated July 2, 1889.

Flax culture in Minnesota will be changed, say the promoters of a mill at Austin, from seed raising to straw growing. It is said that \$10 will be paid per ton of straw and that this will induce farmers to grow straw exclusively.

American corn promises to assume an important place in the manufacture of soap in Germany. Hitherto the manufacturers have used linseed oil procured in Russia, but owing to the failure of the crop there they were compelled to look in other directions for a supply of oil. East Indian linseed oil was tried, but supplies are now being obtained from Chicago, and the chances are that the trade now will equal 30,000,000 or 40,000,000 bushels yearly. The agent of the United States Treasury is of the opinion that the industry once started will assume immense proportions.

ITEMS FROM ABROAD

Germany will not reduce the import grain duties before Feb. 1.

Persia has, it is reported, prohibited the exportation of wheat and barley.

In Germany corn imported from America is to be used in the manufacture of oil for soap making.

The Italian minister of agriculture estimates that Italy will need to import 28,000,000 bushels of wheat during the summer of 1892.

In France trade in barley continues brisk. The demand for export to England and Germany is very active due to Russian prohibition.

Australia's crop is 21,000,000 bushels wheat, against 22,000,000 bushels last year; the crop in South Australia being poor. New Zealand promises a good crop.

The Swedish statistical bureau gives the yield of the wheat crop this year at 4,400,000 bushels, against 3,804,000 bushels last year, and rye at 22,040,000 bushels, against 21,024,000 bushels the previous year.

Russia's crops for 1891 were officially estimated on Nov. 28 to be 8,670,000 quarters of winter wheat, 13,304,000 quarters spring wheat, 65,300,000 quarters rye, 55,760,000 quarters barley, and 3,550,000 quarters corn.

The exports from Hungary during the month of October amounted to 241,000 quarters wheat, against 463,000 last year, 343,000 sacks flour, of which 224,000 quarters wheat and 272,000 sacks flour went to Austria.

The London *Times* correspondent at Vienna reports that the Russian "Government has largely overestimated the quantity of cereals it has at disposal for a famine relief, and will be compelled to buy grain in America."

Imports into Holland during the month of October amounted to 350,000 quarters wheat, 165,000 quarters rye, 86,000 sacks flour. Exports amounted to 274,000 quarters wheat, 100,000 quarters rye, 29,500 sacks flour.

Corn shipments to Continental Europe from Sept. 1 to Nov. 21 have been, from the United States and Canada, 325,000 quarters; from Southeastern Russia, 224,000 quarters; from other countries, 19,000 quarters; total, 568,000 quarters.

Belgium imported during October 554,000 quarters of wheat, 94,000 quarters rye, 163,000 quarters barley, and 73,000 sacks flour. The exports in October were 265,000 quarters wheat, 35,000 quarters rye, 26,000 quarters barley, and 94,500 sacks of flour.

India exported during the week ending Dec. 5 1,080,000 bushels of wheat, against 980,000 bushels for the corresponding week of 1890. Since April 1, 41,380,000 bushels have been shipped, against 19,600,000 bushels from April 1 to Dec. 5 last year.

The exportation of rye from Spain to Eastern Prussia is without precedent; but the unusual conditions now governing the grain trade of Europe are responsible for this vagary. A steamer arrived recently at Königsberg, Germany, laden with Spanish and Portuguese rye.

Corn shipments since Sept. 1 and up to Nov. 21 to Great Britain from the United States and Canada, 695,000 quarters; from Southeastern Russia, 323,000 quarters; from the Argentine Republic, 6,000 quarters; from other countries, 67,000 quarters; total, 1,091,000 quarters.

The failure of the Russian harvest will compel the country during the next year and a half to import grain to make up for the deficiency of its food supplies, while the embargo on grain exports will greatly decrease the trade between Germany and the Empire.—*Cologne Gazette*.

A uniform weight for grains was proposed at a recent meeting of the Glasgow Corn Trade Association. In view of the confusion arising from the great variety of weights now in use a weight of 112 pounds was proposed as the standard. Some of those present spoke in favor of the cental of 100 pounds.

The grain dealers of Russia are migrating to other portions of Europe for the season, as their occupation is gone. The prohibition of grain exports closes, practically, all dealings at the export cities. It is said the grain business will be chiefly manipulated from St. Petersburg, whose merchants alone will be benefited by the new conditions.

Spain imported in October 30,000 quarters of wheat and 11,000 280-pound sacks of flour, against 76,000 quarters wheat and no flour in October, 1890. The exports in October were 25 quarters wheat, 25 quarters corn, 100 quarters rye, and 20,000 sacks of flour, against 65 quarters wheat, 5,000 quarters rye, and 15,000 sacks of flour during October last year.

Elevators have been built on the River Plate, but Argentine grain dealers have been slow to avail themselves of their advantages. Owing to the excellence of this year's crop foreign buyers have not asked for certificated cargoes. The shippers, therefore, not being offered a better price for grain which has been handled at some

cost in elevators, have contented themselves with the methods in vogue before the grain inspection system was instituted. In a year of bad crops the shippers would to a great extent foist poor grain on the foreign buyer who would then find the grain inspection of great value in guaranteeing the weight and quality of his purchase.

With Russia no longer a wheat exporting country the situation is materially altered, and Continental prices will require to be viewed from a new standpoint. Wheat in Russia itself will probably fall in price, while it will rise in Germany, Austria, Hungary and Roumania. The winter has set in with severity in all these regions. In Southern Russia the October sown wheat is not looking at all well.—*The Miller, London*.

Mexico's Congress has passed a law authorizing the president to suspend duties on breadstuffs in order that the failure of the crops may not become too great a hardship to the people, who can now import corn to satisfy their wants to some extent. The greatest destitution exists among the inhabitants of Durango and neighboring Mexican states. Chihuahua has ordered 100,000 bushels of grain from the United States.

The famine in Russia is mitigated to some extent by the good crops that were harvested in the Caucasus region. In those districts where the crop failed a delay occurred in the distribution of seed. A poor return is expected from these sections because the grain had not time to make a fair growth to withstand freezing, and in parts of still other districts the seed did not even get into the ground so late was the distribution.

Italy imported during October 170,500 quarters wheat, 7,000 qrs. corn, 15,000 qrs. barley, 4,000 qrs. oats and 600 sacks of flour, against 187,000 qrs. of wheat, 20,000 qrs. corn, 3,500 qrs. barley, 1,500 qrs. oats and 700 sacks of flour, in October, last year. The exports in October were 400 qrs. wheat, 8,200 qrs. corn, 1,500 qrs. barley, 300 qrs. oats and 100 sacks of flour, against 260 qrs. wheat, 9,300 qrs. corn, 14,000 qrs. barley, 700 qrs. oats and 750 sacks of flour during October, 1890.

Russia produced in 1891, according to a preliminary official estimate, 7,560,000 quarters winter wheat, 14,540,000 quarters spring wheat, 64,800,000 quarters rye, 51,300,000 quarters oats, and 16,500,000 quarters barley, against 9,500,000 quarters winter wheat, 16,200,000 quarters spring wheat, 81,700,000 quarters rye, 59,500,000 quarters oats, and 15,500,000 quarters barley in 1890; and 5,870,000 quarters winter wheat, 18,750,000 quarters spring wheat, 66,600,000 quarters rye, 57,500,000 quarters oats, and 13,500,000 quarters barley in 1889.

The part of the trade that already knows of the Russian measure gives, by its action, little indication of what the effect will be upon the world at large when it comes to realize what is unmistakably apparent, viz.: That for the ensuing six months any fresh requirements needed by Europe must be obtained in the U. S. A. alone. Russia has retired altogether. India has practically shot her last bolt, and will not compete actively again for six months. Argentine, Australasian and Chilean supplies will not reach these shores in quantity for six months, so that the U. S. A. must be looked to for approximately 600,000 quarters per week, without cessation, all the winter and spring months.—*Corn Trade News*.

A considerable portion of the Russian crops is transported in bulk by rail, just as in the United States, and the method is becoming more and more popular each year. Sometimes the cars are provided with boards for securing the doors, in other cases a large sack is fitted to the inside. Consignors may use their own boards if they choose, and the railway will return same free of charge; but if the company's boards are used then a charge of one rouble per car of 610 pounds is made (25 cents for ten tons), and the company guarantees the delivery of the exact amount loaded into the car, less one per cent. for drying during transport; but if the shipper uses his own boards then the company is not responsible. At present millions of expensive sacks are used.

Shipments of wheat and flour as wheat from the Atlantic coast to the United Kingdom since Sept. 1 and up to Nov. 21 have been 2,967,000 quarters, against 941,000 quarters and 1,679,000 quarters for same periods of 1890 and 1889 respectively. California in those three periods shipped 506,000 quarters, 534,000 quarters and 630,000 quarters respectively. Oregon and Tacoma shipped 216,000 quarters, 234,000 quarters and 157,000 quarters of wheat and flour in the three periods above mentioned. From Northern Russia and the Black Sea, 1,535,000 quarters, 1,961,000 quarters and 1,424,000 quarters were shipped to Great Britain in the above periods of 1891, 1890 and 1889 respectively. India's shipments during the mentioned periods were respectively 842,000 quarters, 459,000 quarters and 440,000 quarters wheat; while Australia shipped of wheat during the named periods only 32,000 quarters, 161,000 quarters and 8,000 quarters respectively. During the periods given above, Germany and Hungary shipped 74,000 quarters, 228,000 quarters and 367,000 quarters of wheat and flour. The total shipments of wheat and flour to the United Kingdom during the time from Sept. 1 to Nov. 21 aggregate 6,482,000 quarters, 4,809,000 quarters and 4,956,000 quarters for 1891, 1890 and 1889 respectively.

Strange as it may appear, the price of wheat has fallen in the face of the Russian ukase prohibiting further exports of wheat, showing that the effect of the prohibition had been discounted.

Fires, Casualties, Etc.

F. A. Cook's brewery at Evansville, Ind., was burned Dec. 2.

A flax mill at Dayton, O., was burned Nov. 7. Loss, \$50,000.

The safe in the elevator at Glasston, N. D., was robbed of \$2,000 recently.

Rice's feed store at Paulding, O., was burned on the morning of Dec. 1.

The Star Elevator Company of Duluth, Minn., suffered loss by fire recently.

The De Soto Oil Mills at Memphis, Tenn., were burned Nov. 22. Loss, \$60,000.

Webster & Boyd, dealers in flour and feed at Des Moines, Ia., suffered loss by fire recently.

T. H. Cheek, dealer in grain and hay at Chattanooga, Tenn., suffered \$2,000 loss by fire Nov. 17.

Christian Schmidt's brewery at Philadelphia was damaged by fire Dec. 10 to the extent of \$25,000. Insured.

The malt house of the Griesedieck Brewing Company at St. Louis, Mo., was burned Nov. 19, together with 20,000 bushels of malt worth \$15,000.

The grain elevator at Cozad, Neb., completed by Robertson & Co. a few months ago, was burned on the night of Dec. 5, together with five cars of grain. Insurance only partial.

Fire destroyed the elevator of H. Burcham at Hickman, Neb., together with the coal house adjoining, 1,500 bushels of grain, thirty-one tons of coal and one coal car. Loss, \$6,000; insurance, \$5,500.

A grain elevator at Tremont, O., owned by the Big Four Railway and operated by H. L. Crooks, was burned Nov. 14 with 3,000 bushels of corn and 2,800 bushels of wheat. Loss, \$4,000; insurance, \$1,200.

Baldwin & Stephen's grain elevator at Detroit City, Minn., was burned Nov. 10, with its contents, 2,000 bushels grain, on which there was no insurance. Loss on building, \$3,000; insurance, \$2,000.

Albert W. Hitzke, employed in the Indianapolis Starch Works at Indianapolis, Ind., met death in a horrible manner Dec. 11. A screw conveyor caught his coat and drew him into the trough where he was cut to pieces by the sharp edges of the steel flights.

Some timbers in the engine room of Strong & Miller's new elevator at St. Charles, Minn., caught fire recently and burned nearly through, but the fire was discovered in time to save the building. Iron beams have been substituted for the timbers.

Furer's grain elevator at Fairfield, Neb., was destroyed Nov. 28 by a fire which originated in the engine room at 2 p. m. The fire was apparently extinguished in time to save the main building, but five hours later a second fire broke out and totally destroyed the elevator and its contents. Loss fully covered by the insurance of \$5,200.

The Belmont correspondent of a Wisconsin paper writes that John Simmons, one of our energetic grain buyers, met with quite a loss recently. The floor of his grain house gave way and five carloads of oats took a drop and landed in the basement. The oats were all mixed up. He will lose about fifty bushels, while the damage to the building will be about \$100. That crash was heard throughout the town.

The elevator at Gladstone, Mich., owned by the Minneapolis, St. Paul & Sault Ste. Marie Railway, was burned Nov. 29. The fire started at 2 p. m. and consumed 50,000 bushels of grain, besides a large quantity of flour and coal stored near by. The elevator was running at the time and the fire pump was set going, but the elevator wall fell on it and rendered it useless. The elevator was used by the Soo Road to transfer grain from car to boat for shipment to Eastern ports. Fortunately the season of navigation is ended, so that the loss of valuable handling facilities does not interfere with business beyond a few days. By the time the lakes are clear of ice a new elevator will be completed. The elevator was worth \$70,000. All the burned property was fully insured.

It is stated that Mower county, Minn., raises nearly one quarter of the entire amount of flax grown in the state. The statistics of 1890 show a flax acreage in this county of 41,906, amounting in bushels to 372,451. From what can be gleaned from reliable sources, it is safe to estimate this year's acreage at 60,000. There were 37,813 acres of hay cultivated in 1890, producing 36,823 tons. In timothy and clover Mower county in 1890 yielded 135,405 bushels more than any of her contemporaries. She tipped the beam in clover to 10,579 bushels, which is also greater by 3,000 than any county in Minnesota.

WHERE OUR WHEAT EXPORTS GO.

The exports of wheat from the United States for the month of October were, to the United Kingdom of Great Britain and Ireland, 7,262,539 bushels, valued at \$7,471,422; to Germany, 108,860 bushels, valued at \$113,316; France, 4,262,137 bushels, valued at \$4,428,932; other European countries, 2,252,347 bushels, valued at \$2,354,357; the Central American States and British Honduras, 3,631 bushels, valued at \$4,305; Brazil, 34,564 bushels, valued at \$36,404; and Asia and Oceania, 1,664 bushels, valued at \$1,481; against, to the United Kingdom, 2,461,864 bushels, valued at \$2,029,177; to Germany, none; to France, 119,703 bushels, valued at \$97,898; other European countries, 108,194 bushels, valued at \$112,728; Central American States and British Honduras, 4,038 bushels, valued at \$3,403; Brazil, 106,387 bushels, valued at \$86,178; and Asia and Oceania, 1,058 bushels, valued at \$895, for the month of October, 1890; which is, on the whole, a very satisfactory showing, and especially so are the exports to France and Great Britain, which brought us almost ten million dollars more than in the preceding October.

The wheat exports for the ten months previous to November were, to United Kingdom, 35,138,834 bushels, valued at \$35,333,617; Germany, 3,403,049 bushels, valued at \$3,669,657; France, 36,204,145 bushels, valued at \$36,474,697; other European countries, 18,502,665 bushels, valued at \$19,545,461; Central American States, 46,932 bushels, valued at \$51,805; Brazil, 251,916 bushels, valued at \$232,535; and to Asia and Oceania, 27,439 bushels, valued at \$26,813; against, to United Kingdom, 28,595,827 bushels, valued at \$24,154,860; Germany, none; France, 3,706,446 bushels, valued at \$3,202,648; other European countries, 5,818,787 bushels, valued at \$5,162,551; Central American States and British Honduras, 44,968 bushels, valued at \$37,665; Brazil, 825,198 bushels, valued at \$725,240; and to Asia and Oceania, 12,152 bushels, valued at \$10,231, for the corresponding ten months of 1890.

All the European countries assisted us to swell our total exports to nearly one hundred million bushels, which were valued at \$99,873,037.

INDEBTED TO MIDDLEMEN.

Speculation and gambling, where shall the line be drawn between them? Prof. William M. Salter answered this question recently before the Society of Ethical Culture at Chicago. He said:

In theory, speculation means a guess at what is going on beyond the boundaries of what we know. In reality it means taking a risk. By many it is believed to be wrong to seek to know more than we do know. If it is wrong to take a risk, where shall the line be drawn between legitimate speculation and illegal gambling? If taking a risk means that we undertake obligations of the results of which we are not certain, why should the farmer cut down his crop unless he be certain that the next day shall be fine enough for him to save it? Or why should he sow his crop if he is not sure that the season will be a favorable one for him to grow it, or that he can find remunerative sale for it?

If the nations of the world had not sometimes been moved by the spirit of speculation the territory of knowledge would be much restricted. Those who loaned money to our country in the time of war and enabled us to gain a victory to a great extent took a great risk in ever being repaid. If taking a risk be wrong then promises should be avoided, for we speculate on performing something that we may be unable to do. If we are not certain that we belong to the elect do not we speculate if we strive to be of the number? No one should lay by for a rainy day if he did not speculate that he would require it. The condition of our existence is such that speculation must enter into it in some way. Bishop Butler said that probability is the guide of life. We have only contempt for those who are of such pale cast of thought that they do not perform certain obligations because they are not certain of the result.

Every business man takes risks, and I see nothing wrong in his so doing. States have been known to become bankrupt, and the difference between theirs and individual speculation is that in the first case the loss is borne by the great mass of people, while with the individual speculator the burden of his loss falls on himself. It is sometimes said that the wrong in speculation consists in agreeing to sell what you do not possess. These are mainly the nature of transactions in Boards of Trade. A few years ago a member of the judiciary sought to have this method of speculation declared illegal. Now, undoubtedly when a person sells that which he has not got he runs a risk of a peculiar sort, for he may not be able to get it. Suppose you are a shoemaker and you agree to furnish a customer with a pair of shoes, but a fire destroys your dwelling. Not only have you no leather to make the shoes, but you have no tools even to perform your work. It may seem to you that shoes are not as respectable as bonds or stocks to deal in, but the nature of the transaction is just the same. I do not think it would occur to any one that the promise to supply the shoes would be reprehensible. If any of you in Chicago deal in wheat and make arrangements to sell it you simply take a place between the farmer and the consumer. You virtually take a risk to relieve others of a risk. In primitive times no millers and no bakers were required. Each family ground its own corn and baked its own bread. Middlemen, as they are called, acting as intermediaries between producer and consumer, have become

indispensable. The crops that are grown for hundreds of miles around here must be bought and sold for the millers and the bakers. In country towns farmers may bring their produce into market and sell it direct to the miller, but in cities this is not feasible. The race is indebted to those who take the risk of buying from one so that another may be supplied. Courage and readiness to venture might be termed an essential property of life.

IMPORTS OF BREADSTUFFS.

Our imports of breadstuffs during October included 817,646 bushels of barley, 23,708 bushels of rye, and 104,971 bushels of wheat, compared with 2,024,239 bushels of barley, 8,192 bushels of rye, and 677 bushels of wheat, last October. The decrease in barley imports is noteworthy, but is not so remarkable as the increase in our imports of wheat.

For the ten months of the year ending Oct. 31 we imported 1,769,266 bushels of barley, valued at \$955,469; 15,028 bushels of corn, valued at \$10,699; 9,256 bushels of oats, valued at \$4,896; 95,532 bushels of rye, valued at \$72,845. 421,872 bushels of wheat, valued at \$319,952, and 6,132 barrels of flour, valued at \$31,944; against 8,985,793 bushels of barley, valued at \$4,844,551; 1,476 bushels of corn, valued at \$1,008; 12,442 bushels of oats, valued at \$5,928; 140,934 bushels of rye, valued at \$82,477; 50,092 bushels of wheat, valued at \$39,875, and 1,179 bushels of wheat, valued at \$7,863, for the corresponding months of 1890.

It will be seen that the barley imports are less than one fifth of what they were a year ago, both in quantity and valuation. The wheat imports, on the other hand, increased over eight times in both valuation and quantity; and the manufactured article, flour, also increased very considerably. All of the above foodstuffs paid an import duty.

DESTINATION OF CORN EXPORTS.

We exported during October 1,957,836 bushels of corn, valued at \$1,221,319, to the United Kingdom, and 420,292 bushels, valued at \$268,309, to Germany; against 1,010,993 bushels, valued at \$544,650, to the United Kingdom, and 241,842 bushels, valued at \$133,225, to Germany, in October last year.

For the ten months ending with October the United Kingdom received 11,644,172 bushels of our corn, valued at \$7,587,363; Germany, 2,319,882 bushels, valued at \$1,489,738; France, 78,752 bushels, valued at \$55,969; the Central American States and British Honduras, 172,461 bushels, valued at \$169,557; Cuba, 184,273 bushels, valued at \$135,050; the other West Indies, 500,564 bushels, valued at \$374,922; Brazil, 12,326 bushels, valued at \$9,903; and other countries in South America, 357,152 bushels, valued at \$287,972, compared with United Kingdom, 46,939,919 bushels, valued at \$18,814,629; Germany, 11,150,815 bushels, valued at \$4,843,918; France, 4,887,967 bushels, valued at \$1,998,240; Central American States and British Honduras, 82,480 bushels, valued at \$51,167; Cuba, 682,027 bushels, valued at \$313,122; the other West Indies, 487,195 bushels, valued at \$253,691; Brazil, 107 bushels, valued at \$50, and other countries in South America, 40,722 bushels, valued at \$21,972, during the corresponding ten months of 1890 ending with October.

The great decrease in exports probably resulted from the fact that the crop of 1890 was smaller and of inferior quality and that prices ruled higher this year than last, and foreigners therefore would not purchase as much as last year.

PUTS AND CALLS.

Puts and calls are dealt in by some members of the Chicago Board of Trade, but not on 'Change, such business being forbidden by the rules of the board as well as by the laws of the state. And this is the essential principle of what is known as "bucket-shop trading." The bucket-shop customer pays in his money actually as a bet, if not ostensibly as one. His one cent a bushel is wiped out if the market goes against him to that extent, and if it goes the other way he has permission to collect the difference, always provided it is to the interest of the proprietor to pay instead of repudiating.

This is the kind of "trading" in produce most familiar to the men who cry out against all speculation in produce as gambling that ought to be put down by the strong arm of the law. The bucket-shop was for years a prominent feature in many a village and town as well as in the large cities, and its managers always claimed to have a connection with the Board of Trade or to have membership in that body. The village loafers believed this, put down their money, and when it had vanished supposed it had gone into the maw of the board—which, naturally enough, they thought was a den of thieves. The fact that these shops posted every day the official quotations of price changes was pointed to as proof of membership, though the board all along protested against it, and finally gave up the collection of quotations for the use of its members and their customers, because of a ruling by the court that it had no right to discriminate as to who should be served with them.

It cannot be doubted that the world would be better off in the absence of puts and calls and bucket-shop betting on stocks or produce. These are sheer gambling devices, in which the odds are largely against the "customer." The advisability of trying to suppress

them is another matter, in regard to which there is a wide difference of opinion. But the claim that "they are useful and valuable and legitimate as a means of insurance against loss" is utterly without foundation. The actual holder of produce, either in store or in transit, never tries to protect himself that way. All the alleged insurance is bought by those who have no property interests in produce to insure against loss by price fluctuations while it is in their possession.

CROP CONDITIONS.

The Michigan state crop report puts the condition of wheat for December at 93, against 102 one year ago.

The Ohio state crop report for December makes the condition of wheat 75, against 76 in November and against 101 in December last year.

"Crop reports were more encouraging. Wheat plant generally in a healthy condition east of Kansas, though deficient in exterior growth. Corn situation about as heretofore; fair progress toward marketable condition."—*Cincinnati Price Current*, Dec. 10.

The reports from Missouri have not been encouraging. The general condition of the crop is unlike that of any former year. Usually wheat at this season of the year is well spread over the ground. This fall it has had but little growth. The crop looks weak and is not all out of the ground yet.

In Northern Minnesota and North Dakota the usual amount of fall plowing has not been done, and in some sections there has been no plowing at all. In Minnesota, North and South Dakota, a conservative estimate shows that fully 60 per cent. of the plowing will have to be done in the spring. In those three states also 10 to 15 per cent. of the wheat crop is still unthreshed; especially is that the case in North Dakota.

The winter wheat crop is at least unpromising. It came through the autumn in poor shape as the effect of drouth chiefly. Insects do not promise to cause more trouble than usual, but the grain is uneven in growth and generally feeble. The same causes that produced these conditions also prevented the grain from thickening up, and a thin stand is spoken of in all parts. With favorable weather these difficulties would be partially offset, but with ordinary winter the chances are against a large crop next season.—*Minneapolis Market Record*.

In Southern Illinois the winter wheat crop has stopped growing. The ground is bare, and of course the leaves are dead from the freezing. The plants made but small growth above the ground, but the crop is fairly well rooted. The late sown wheat is not in a condition to stand a severe winter. In Central Illinois the general conditions of winter wheat are fairly good. The plants are not large, but look well. The ground has not been, nor is it now, covered with snow. The rains in November greatly helped the wheat, and waked up all the slumbering kernels.—*Prime's Crop Report*.

In Central Indiana about all the late sown wheat has come up. Some of it is hardly above the ground, and unless the winter and spring are favorable the outcome will be bad. There was a decided improvement in the general condition of the crop after the recent rains, but there has not been enough growing weather since for the late sown wheat to get a fair start. Nearly one-fourth of the entire acreage is looking poorly for this time of year. On the whole the crop in Indiana is in an uncertain condition, and the present appearances are decidedly against a good crop.

While the outlook for wheat in the United States is not absolutely bad, it is admittedly not good. Beside that winter grain is not up to the average in forwardness, evenness or strength of plant, the plowing in the northern portion of the spring wheat states is not done up as well as usual. The breadth of winter wheat is not so great as it would have been with rains at the proper time, and with so much plowing to do in the spring it is not to be expected that as much spring wheat will be put in as would go in under more favorable preparations. Both spring and winter wheat farmers had expected to extend the acreage above last year, but conditions do not favor it.

The secretary of the Kansas State Board of Agriculture reports on the condition of the winter wheat crop as follows: The eastern part of the state—about one third of the whole—has suffered from an extended drouth, rendering it impossible in many counties to plow or to prepare the ground. The area is, consequently, only 64.7 of last year. Much of the wheat has failed to germinate and all is in the poorest condition for many years. The central belt is in better condition. The area is 76.3 of last year. The western belt is much like the central. The area is 126.8 of last year. The total area is 92.4 of last year, or 284,000 acres less than last year. The condition of the entire belt is much below the average.

Brazil in October imported from the United States 115,839 barrels of wheat flour, valued at \$617,514, against 56,383 barrels, valued at \$300,448, in October last year; and for the ten months ending with October the quantity imported was 640,137 barrels, valued at \$3,474,968, against 567,543 barrels, valued at \$2,739,063, for the corresponding time last year.

WATERWAYS

Newport News, Va., is doing a heavy export grain trade.

Citizens of Savannah, Ga., desire a deep approach to their fresh water harbor.

The steamer Marion was short 1,840 bushels when unloaded at Buffalo recently.

The wheat cargo of the Hattie Estelle, which went down off Manistee, was insured for \$16,925.

The Arkansas River Convention at Little Rock recently resolved to ask the state to improve the river.

Over 7,000 bushels wet grain in the vessel City of Glasgow was sold at Buffalo for 83 cents per bushel.

Vicksburg, Miss., requested the Mississippi River Commission on its recent visit to improve the harbor.

The schooner Thomas L. Parker had 1,200 bushels of wet wheat in the hold when unloaded at Buffalo.

On arrival at Buffalo the schooner Sligo was found to have 425 bushels of her grain cargo damaged by water.

The barge Iron Queen was short seventy-five bushels on arrival at Buffalo with 65,000 bushels wheat from Duluth.

The whaleback boats, the Colgate Hoyt and 107 visited Chicago for the first time recently and loaded corn for Buffalo.

The Canadian Pacific Railway is to form part of a new route from Chicago to Liverpool via Quebec and the River St. Lawrence.

On June 18, 1855, the first vessel was locked through the canal at Sault Ste. Marie. It was the steamer Illinois, Captain Jack Wilson.

The 25,000 bushels of corn carried by the schooner Newsboy when it stranded on Fisherman's Shoal Nov. 17 was insured for \$16,000.

Considerable quantities of grain are shipped in small boats to Anacortes, Wash., where large vessels load for San Francisco and other ports.

The canal boat S. E. Anthony struck an obstruction in the Erie Canal recently and returned to Buffalo with her cargo of wheat damaged by water.

Duluth shipped 25,550,904 bushels of grain during September, October and November, in 425 cargoes, on which the carrying charges were \$1,500,000.

The barge Thomas Gawn struck an obstruction in Lake Huron recently, sprung a leak through which the water poured in and damaged 500 bushels of flaxseed.

With the close of navigation through rates will become settled, the railroads giving their whole attention to moving the enormous crops of the West to the Eastern seaboard.

The steam barge Samuel Mather was sunk in collision with the steamer Brazil on Lake Superior Nov. 14 together with the cargo of 58,000 bushels wheat consigned to Buffalo.

The Galena River has been improved by means of a dam and lock so that the largest Mississippi River steamers can come up to Galena, Ill. The cost of the work was \$100,000.

The Columbia Canal which has been in course of construction for several years at Columbia, S. C., was opened Nov. 21. When finally completed it will admit boats of ten feet draft.

The inter-state deep harbor committee met in Denver Nov. 19 with ex-Governor Evans of Colorado in the chair. Kansas, Nebraska, Colorado, Iowa and Texas were represented.

The vessel La Salle was found to be short 300 bushels on a load of wheat from Duluth when it arrived at Buffalo. The St. Lawrence with flaxseed from Washburn was found to be 300 bushels short.

During the season the Sault Canal passed 10,162 vessels of 8,393,565 tons register, carrying 8,884,412 tons of freight, against 10,557 vessels of 8,454,435 tons register, carrying 9,041,213 tons of freight during the season of 1890.

The steamer France of the National Line left New York Nov. 28 for London with a cargo of wheat, oats, etc., and next day met a tidal wave which caused such damage to vessel and cargo that it returned to New York.

An American-built ship, the Shenandoah, left San Francisco Aug. 1 with 5,000 tons of wheat for Havre, France, where it arrived Nov. 19, just 109 days later, while two British ships which had left at the same time were still on the way.

The Wabash and Erie Canal, which runs, or did run, from the Ohio River at Evansville, Ind., to the Ohio state line near Toledo, has fallen into decay. Railways robbed it of its commerce, which for twenty-five years after its completion in 1853, was very considerable; and

now the only vestiges of its pristine glory are the rotting hulls of old vessels lying in the green and stagnant water.

Six hundred bushels of flaxseed was damaged by water while on the way to Buffalo in the steamer W. H. Barnum.

A change has been proposed in the locks of the Canadian Sault Ste. Marie Canal, making the locks 60x900 feet, so that three boats can follow each other at one time, instead of the present plan of passing four through at once, two abreast.

The steamer Fred Pabst, which recently carried a load of wheat from Gladstone to Buffalo, won first prize in the shortage "lottery." On arrival at Buffalo she had 4,000 bushels more than the bill of lading called for, and was paid for the overrun.

A convention will be held in Kansas City to appoint a committee to go to Washington and endeavor to secure from Congress an appropriation of two million dollars annually for the Missouri River until all needed improvements shall have been completed.

The charter of the Boston, Cape Cod & New York Canal Company has been annulled by its failure to deposit \$500,000 with the state treasurer of Massachusetts within ninety days after incorporation. It is expected that other parties will take up the matter.

A shortage of 78 bushels fell on the steamer Spokane which unloaded recently at Fairport, O. It is to be hoped that Fairport will be a fair port next year. This year from some unaccountable reason many cargoes unloaded at that port have been reported short.

Ship canal projects are being discussed by the people of Philadelphia. One plan is to cut a canal from the Delaware River along the Rancocas, thence to Shark River and Bay. Another scheme is to reopen the Delaware and Raritan Canal and cut through to Sandy Hook.

Navigation in the Black River, Oswego, Cayuga and Seneca Canals closed Nov. 30. The last boats to pass through were delayed by ice. The Erie Canal was kept open until Dec. 5 to permit the shipment by canal of a portion of the enormous receipts of grain at Buffalo.

Since the Missouri River became unnavigable the warehouse at Washburn, N. D., has been filled with wheat, and no more can be purchased on account of a lack of storage. The farmers will have to hold their wheat until spring, or haul it in wagons to some other point.

A new canal will, it is reported, be constructed on the north shore of the St. Lawrence River about forty miles above Montreal around the Cascade Rapids. The cost is estimated at \$4,750,000. It will have a guard lock and six others 14 feet deep, 45 feet wide and 270 feet long.

An unusual voyage was made recently by the schooner White Cloud in sailing from Chicago with a load of lumber to New York by way of the great lakes, St. Lawrence River and Gulf, southwest through the Atlantic Ocean and Long Island Sound, a distance of about 3,000 miles covered in sixty-six days.

Quick handling marked the unloading of the barge Nirvana at the Evans Elevator in Buffalo. In two hours and twenty-five minutes her cargo of 45,700 bushels barley was unloaded. Eighty thousand bushels of wheat was recently elevated in five and one-half hours from the steamer Roman at the Evans Elevator.

To complete the work at the St. Mary's Falls Canal it is estimated that \$2,000,000 will be needed. One million dollars are needed for Hay Lake Channel. It remains to be seen if the fifty-second Congress will recognize the pressing needs of lake commerce by appropriating sums adequate to the improvement of its channels.

Let those who have any connection with Western canals—existing or projected—understand that a railroad man hates a waterway as a sneak thief hates a policeman. The waterways are a check upon the rapacity of railroads infinitely beyond the railroad commissioners. All wise patriotic people will encourage canals for this reason.—*Exchange.*

Figures have been compiled in reference to the blockade of the Sault Canal caused by the sinking of the Susan Peek. The number of vessels delayed was 275, and the total delay 827 days and five hours, averaging three days per vessel. It cost the government \$6,455 to excavate the channel around the sunken boat, and the vessel interests lost \$150,000.

A private corporation with private capital has improved the harbor at Velasco, Tex., with jetties, making the depth at the entrance sixteen or eighteen feet. On Dec. 15 a celebration of the opening of the harbor is held. The work was commenced two years ago according to plans made by E. L. Corthell, C. E., and is now nearly finished.

No more flour has gone by canal since the shipment made by the Duluth Imperial Mill Company. One attempt was sufficient to bring the railroads to time as I said it would when the first boatload left. The canal is a big obstacle in the way of railroads and as a regulator of freights during navigation is the greatest boon to our shippers.—*Buffalo Correspondent United States Miller.*

Low water on all the great lakes and down the River St. Lawrence to Quebec has been the cause of many casualties at the end of the season of navigation. Deep laden vessels experienced vexatious delays in entering or leaving port. Barges with grain from Kingston to Mon-

treahave been unable to carry full cargoes on account of the low water in the rapids of the St. Lawrence. In many places up the Bay of Quinte cargoes had to be ferried out to the vessels in lighters. Scores of vessels have grounded in the channels connecting the great lakes.

Owing to the lateness of the season and the severity of the weather the crews of the barges Potomac, Champion, Nirvana and Crosthwaite on their arrival at Milwaukee grain laden from Chicago, refused to continue the trip to Buffalo to which port the grain was consigned. The vessels will, it is said, winter in Milwaukee with their cargoes aggregating 173,000 bushels of oats, corn, rye and flaxseed.

The Chicago Board of Trade has requested in a communication to James G. Blaine, Secretary of State, that the citizens of the United States be placed upon an equality with the citizens of the Dominion of Canada in the matter of commerce passing through the Welland Canal. The point at issue is the discriminating rebates given by the Dominion Government to vessels on cargoes transhipped at Canadian ports.

A canal connecting Lake Superior with the Mississippi River is talked of. Such a canal extending from the Mississippi at St. Paul to the western end of Lake Superior it is claimed would be of great advantage to the upper Mississippi, but it would cost considerable to dig a canal 150 miles long, and when completed it could be utilized only a short time each year. It would be frozen up four months of the year in winter.

In response to the petition of the Chicago lake line agents' association, the government has begun suit against the City of Chicago to recover a fine of \$5,000 for allowing the Canal street bridge to obstruct navigation one month after the time allowed for its removal had expired. The government officials are investigating the complaints against the unreasonable obstruction of the Chicago River by the bridge of the Pittsburg, Fort Wayne & Chicago Railroad.

Capt. M. Depuy writes: "It may interest shippers by the Erie Canal to know that during the sixty-six years of its existence it has been closed by ice only six times before the last day of November. There are twenty-six years that the canal was open to Dec. 10 and later, and several years it was not closed before the 20th of December. From these facts it would be safe to ship grain by canal all this month. As there is no money appropriated for lengthening locks this winter, the canal should be left open until closed by ice."

Vessel owners charge that in unloading cargoes at Buffalo the elevators unjustly discriminated in favor of the line boats, so that some vessels were delayed and kept out of their proper turn, while line boats were taken care of at once without regard for the rights of those that had been waiting for days to unload. When the receipts of grain were at their highest many vessels were delayed because they were compelled to discharge their loads at certain elevators while other houses stood idle. The vessel owners will, it is said, put in claims for detention or storage.

Marine Engineer Redway of Toronto has constructed a model and drawn plans for a new type of cargo vessel fashioned like an Indian canoe. The dimensions of the experimental vessel are: Length 180 feet, beam 42 feet, draft, heavy laden 12 feet, light 9 feet, displacement when deep laden 1,890 tons, dead weight capacity 1,200 gross tons. Speed when laden ten miles per hour. It will be equipped with a compound engine and twin screws. It is expected that the ram prow will cleave the water, making progress easier than with the whaleback, and as the prow stands high the anchors can be gotten at in bad weather.



O. P. Carter, grain dealer at Minneapolis, Minn., is passing the winter on the Pacific coast.

George H. Dodge is about to move from Minneapolis to Kansas City, Mo., to enter the grain trade.

Walter K. Towers of James Johns & Co., grain dealers of Minneapolis, Minn., was married to Miss Ella Bogert Nov. 18.

The high prices for wheat in Washington, Oregon and Idaho has induced liberal selling by farmers this season. The crop was rather smaller than that of the preceding year, and in some portions it was light, while in the great Palouse Valley it was particularly so. The *Market Record* has reports of very reliable character that shows the wheat yet in farmers' hands through the whole of the north Pacific coast country to be very light. There are nearly 3,000,000 bushels yet in the interior of the three states in elevators and other grain warehouses to be taken to the coast, about half to Portland and the other half to the sound. It is just possible that more than 10 per cent. of the surplus of the three states is held by farmers, but the amount probably does not exceed that.

Latest Decisions.

Sale by Sample—Inspection.

Upon a sale of oats by sample the buyer is entitled to inspect them before paying therefor, according to the decision of the Supreme Court of Georgia in the case of *Erwin vs. Harris*.

Exemption of Insurance Money.

Where the statute makes specific property exempt from execution, if that property is destroyed by fire subject to insurance, the money arising from the insurance, while held as a separate and distinct fund, is also exempt. —*Reynolds vs. Haines, Supreme Court of Iowa*.

Construction of Open Contract.

Under a contract by which it is agreed to sell a specific amount of goods at a certain price, "and as much more as may be ordered at the same price," after nearly twice the amount specified has been sold no action can be maintained for a failure to furnish more goods at the same price. —*Bryant vs. Smith, Supreme Court of Michigan*.

Defective Condition of Railroad Yard.

Where a railroad company sets apart a portion of its yards for the delivery and reception of freight directly from the teams of shippers, it thereby invites them to drive upon its premises, and it is liable to them for any damages they may sustain by reason of obstructions or excavations in that portion of the yard so set apart and which were not properly guarded. —*Chicago & I. C. Ry. Co. vs. De Boum, Appellate Court of Indiana*.

Title to Grain in Warehouse.

In an action against elevator men to recover barley in store, it is enough to allege that the plaintiff delivered the barley to the elevator, taking his receipt, tendered the charges and demitted the barley, and it is not necessary to allege own risk in the plaintiff, as the facts above set out show that he is entitled to possession in any event. Nor is it necessary to allege, in such an action, that the grain is actually in the possession, and they must either have it or be responsible for it. —*Visher vs. Smith, Supreme Court of California*.

Purchase of Goods by Sample.

Where the purchaser of merchandise or produce by sample, after refusing to accept on the ground that it was not up to sample, agrees to accept it without any new arrangement as to price, he becomes liable for the contract price, and if he afterward fails to accept and the seller sells at auction, he is liable to the seller for the difference between the contract price and the price realized at such sale, together with costs of storage and other expenses necessitated by his failure to accept. —*Woot's vs. Cramer, Supreme Court of South Carolina*.

Failure to Give Crossing Signal.

A person with his team was lawfully upon the depot grounds of a railroad company, unloading corn into a crib which was near two highway crossings, when an engine passed without signal and frightened the team, causing them to run away and injure plaintiff. The Iowa statutes provide that no railway engine shall approach a highway crossing without giving a signal and make the neglect to give such signal a misdemeanor. The company was liable, although the man was not attempting to use the crossing. —*Longergren vs. Illinois Ry. Co., Supreme Court of Iowa*.

Violation of Incumbrance Condition of Insurance Policy.

In the case of *Bosworth vs. Merchants' Fire Insurance Company*, the Supreme Court of Wisconsin held that where under a policy conditioned to be void if the assured places any additional incumbrances on the property, the assured places a second mortgage thereon, and a week or two later requests the agent to insert the name of the second mortgagee in the policy so as to secure him, the answer of the agent that he could not do so, as the loss was made payable to the first mortgagee, but that he thought "it would be all right any way," does not constitute a waiver of the condition.

Carriers' Liability—Connecting Lines.

Where in response to an inquiry by a shipper, a railroad company informed him of the through rates of transportation for certain goods to a point beyond its own line and the goods were subsequently delivered to the company and received by it, addressed to such point which the company could reach by means of connecting railroads, the second division of the New York Court of Appeals held (*Jennings vs. Grand Trunk Railway of Canada*), in an action for the non-delivery of some of the goods and delay in delivering others, that the facts were sufficient to sustain a finding that the company had agreed to transport the goods beyond its own line to the place to which they were consigned. The court further held in the same case that a provision in shipping bills exempting the carrier from liability for damages, unless a written notice of the particulars of the claim was given

to the freight agent at or nearest the place of delivery within thirty-six hours after the goods had been delivered was applicable to shipments beyond the carrier's line as well as to shipments to points on its line, and that such a provision which limited to thirty-six hours from the delivery of the goods the time within which notice of the particulars of the claim can be given was void, in so far as it applied to a shipment of a carload of potatoes, since the time allowed for making the examination and preferring the claim was unreasonably short.

Chattel Mortgage on Insured Property.

A chattel mortgage is not a violation of the condition in an insurance policy that there shall be no change in the title, ownership or possession of the property insured. Where the policy provides that no suit shall be brought thereon until ninety days after a notice of the loss has been served upon the company, a suit commenced prior to the expiration of the ninety days, though after the loss became due and payable, must be dismissed. —*Taylor vs. Merchants' & Bankers' Ins. Co., Supreme Court of Iowa*.

Storage of Wheat in Vessels Not a Maritime Contract.

District Court United States, Eastern District of Michigan—In Admiralty.

A vessel at the close of navigation on the lakes received on board a cargo of wheat under an agreement to hold the same in storage during the winter and if not discharged by the shippers upon the opening of navigation in the spring, to transport the same wherever ordered for $2\frac{1}{4}$ cents per bushel storage and the current rates of freight for transportation. Held, that the contract was not maritime, and the court of admiralty had no jurisdiction of a suit brought for damages received during the winter by improper storage.

On exceptions to libel.

The libel averred that libellant shipped on board the *Pulaski* at the port of Detroit about 24,000 bushels of wheat, to be held and stored on board said schooner until the opening of navigation in the following spring, unless sooner discharged by the shippers, and if not discharged to transport the wheat to Buffalo or other ports for the consideration of $2\frac{1}{4}$ cents per bushel for proper storage during the winter and the going freight for transportation to Buffalo or other ports after the opening of navigation. The libel further averred that by reason of the hatches not being properly covered and protected, moisture gathered in the wheat, causing the same to become heated and damaged to the amount of about \$700. Claimant demurred, upon the ground that the cause of action was not within the jurisdiction of the court and that there was no lien upon the schooner for such breach of contract.

Brown, J.:

I am informed that contracts of this description have become quite common upon the lakes, the shipper thereby finding a convenient and cheap storage of his wheat upon the vessel, and the latter a profitable employment during the idle season. If the storage were a mere incident to the transportation, as, for instance, if the wheat were taken on board with the understanding that the vessel should sail as soon as a tug or consort should be procured, or as soon as the ice should leave the harbor, I should have no doubt that the vessel would be liable for any damage received by the cargo by reason of improper storage while awaiting departure. In such case, the storage being a mere incident of the transportation, the whole contract would be adjudged to be maritime, and the suit would lie in the admiralty for any damage occasioned after the cargo was received on board. But in this case the contract is primarily for storage, and the transportation is a mere contingency, possible or probable in the future. The wheat is received subject to the order of the shipper, who may demand a delivery the next day, and even if it were definitely understood that the wheat was to be transported upon the opening of navigation to a distant port, the fact that a separate price was charged for the storage during the winter would tend to show that in fact there were two separate contracts, one only of which was maritime. The fact that the warehouse is a ship or is water borne, is of no importance, since floating warehouses are not uncommon upon the Western rivers and by no means unknown upon the seaboard. To be the subject of an admiralty lien for a breach of contract, the vessel must be at the time engaged in commerce and navigation, or in preparation therefor. The exceptions must be sustained and the libel dismissed.

"Northwestern Missouri Millers' Association, at their meeting Dec. 8, reported 437,000 bushels wheat in millers' hands and 17 per cent. of crop marketed. A few reported crop prospects fair and eighteen members said crop condition much below average. Acreage about same as last year. This covers fourteen of the best counties in the state."

The corn cob pipe factory at Sedan, Kan., is one of the only three in the United States, the other two being at St. Louis, Mo., and Greenwood, Neb. The cobs, which are obtained from the Collier variety of corn, come from Missouri and are heavy, hard and "woolly." The stems used are of Arkansas swamp cane or reed. The cobs are cut the right size by a circular saw, and then pass on to the boring machine, which hollows out the hawl with a lightning movement. A twisted drill makes the hole for the stem, and the hawl is then sandpapered and varnished. About 10,000 of the pipes are made by the three factories every day.

OBITUARY

Edward Chapman of the Chicago Board of Trade died Dec. 1.

John L. Jackson, grain dealer at Gananoque, Ont., died recently.

T. Bourke of T. Bourke & Co., dealers in harley at Detroit, Mich., is dead.

J. K. Fisher, once a member of the Chicago Board of Trade, died in Ireland Dec. 1.

T. B. Sheldon, grain dealer at Red Wing, Minn., mourns the death of his wife.

E. N. Reaser of Reaser Bros., dealers in grain and lumber at Santa Fe, N. M., is dead.

William J. Force of I. C. Moore & Co., grain and oil-cake exporters at New York City, is dead.

S. F. Duncan, for twenty-five years a member of the Chicago Board of Trade, died of brain fever Dec. 8, at his residence in Chicago.

E. H. Chandler of Chandler, Brown & Co., grain commission dealers at Milwaukee, Wis., and Chicago, died at San Jose, Cal., recently.

John Langlo's, a director of the Racine Hardware Manufacturing Company at Racine, Wis., was suffocated at a fire which destroyed Langlo's & Son's paint and oil store Nov. 18.

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CLARK'S GRAIN TABLES.—This work is published in several different forms, for use in different lines of business. In these tables pounds are reduced to bushels, so that a buyer can quickly determine the correct number of bushels in a load without doing any figuring. Their use effects a saving every day of more than time enough to pay for them. The edition intended principally for reducing team scale weights to bushels contains nine tables, and is bound in paper. Price 50 cents. This will be found invaluable to country buyers. A new edition, intended for shippers and commission merchants, reduces any quantity up to 64,000 pounds to bushels. It contains sixteen tables, and is neatly bound in leatherette. Price.....\$1.50

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Miscellaneous * * * * Notices *

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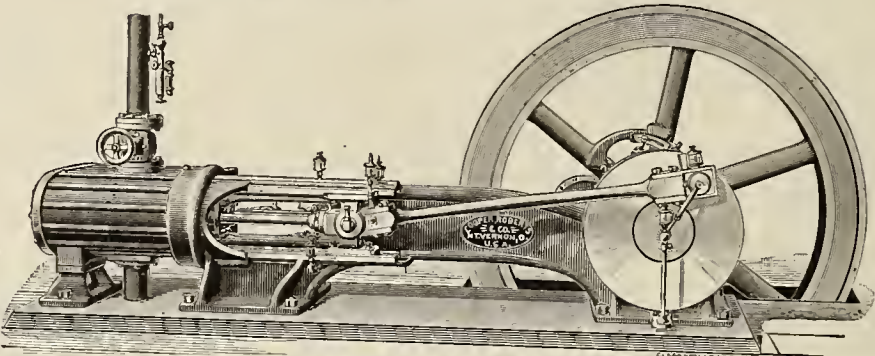
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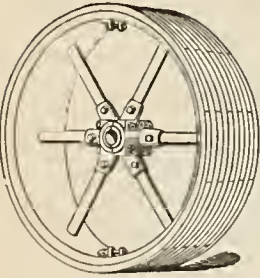
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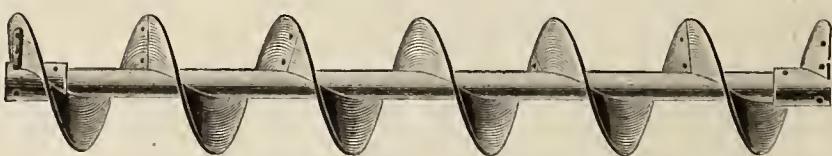
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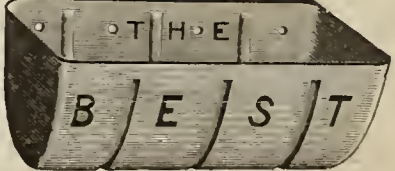
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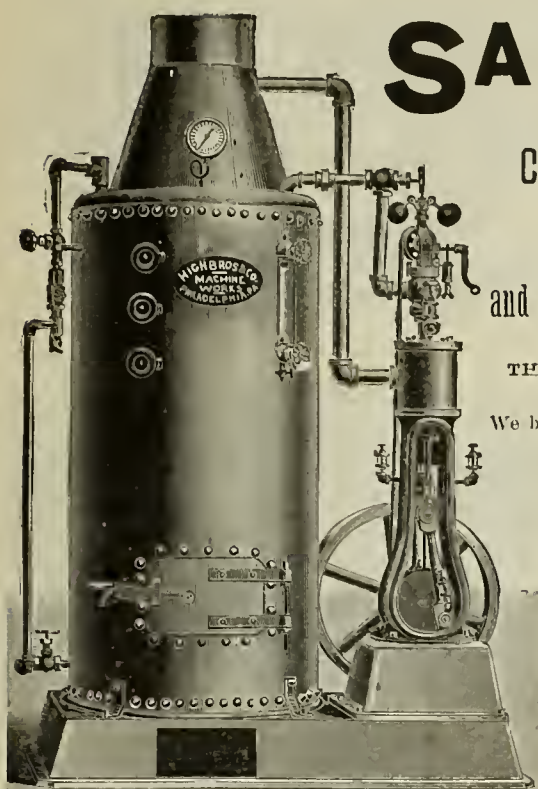
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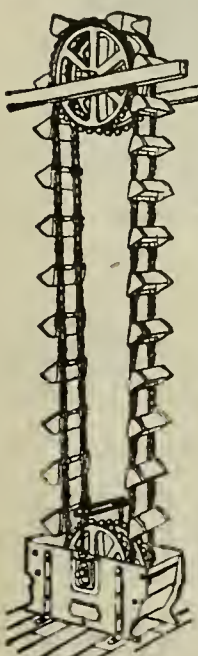
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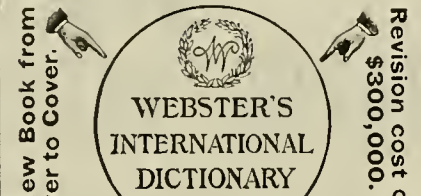
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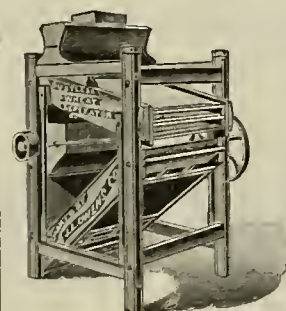
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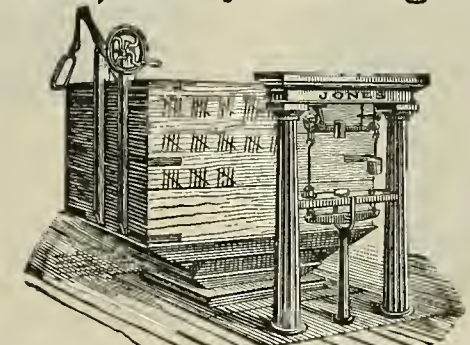
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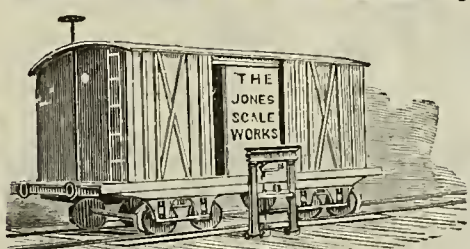
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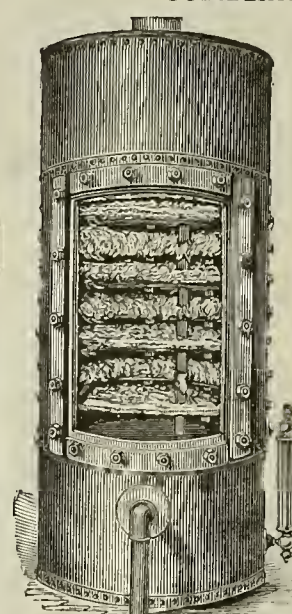
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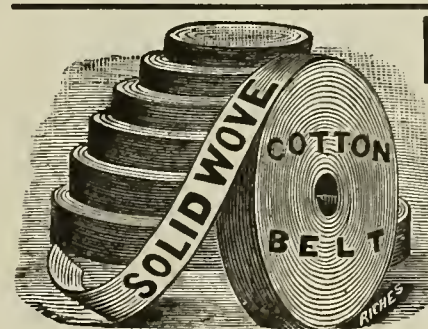


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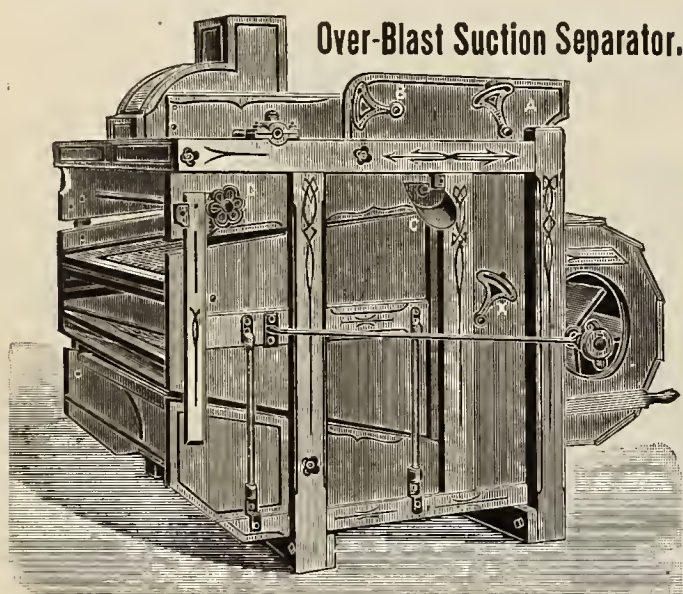
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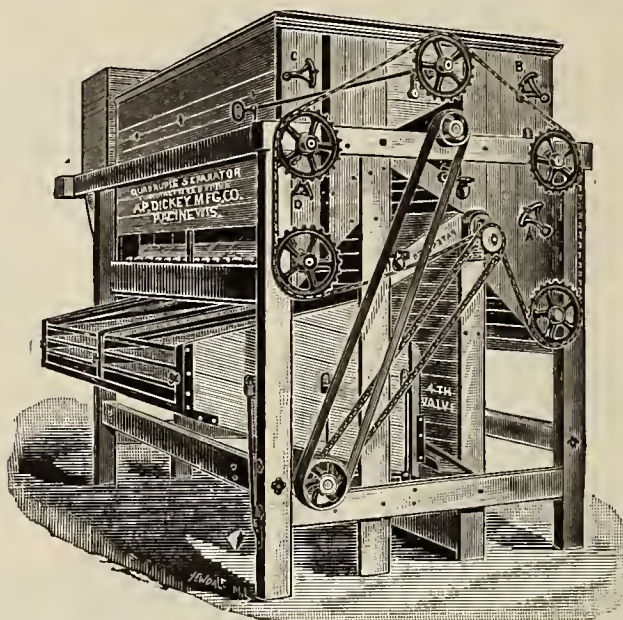
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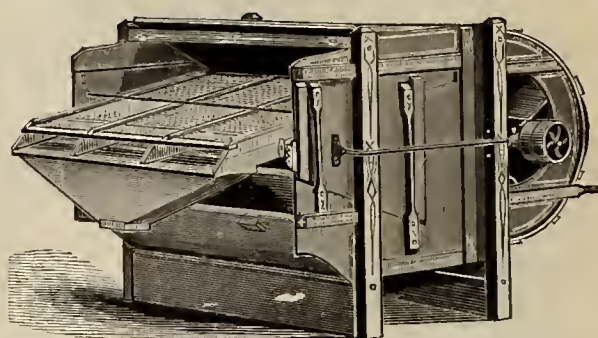
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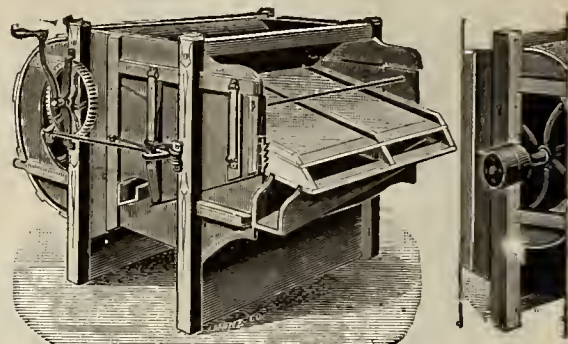
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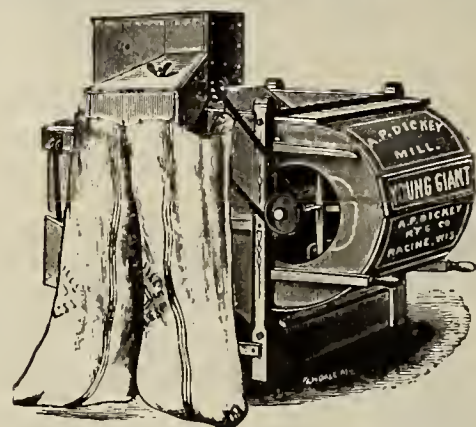
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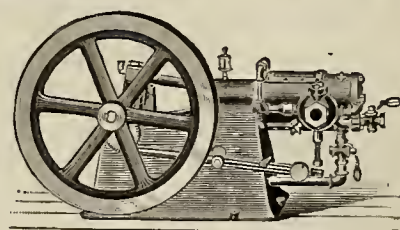
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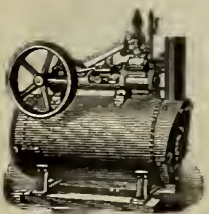
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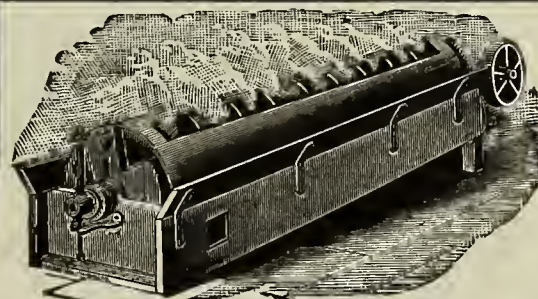
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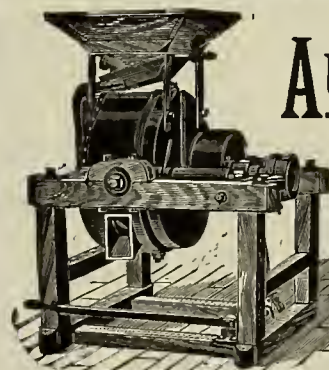


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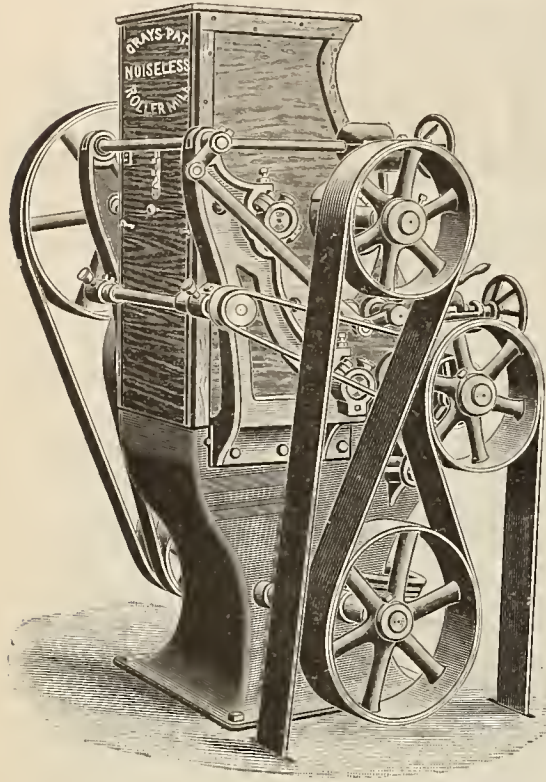
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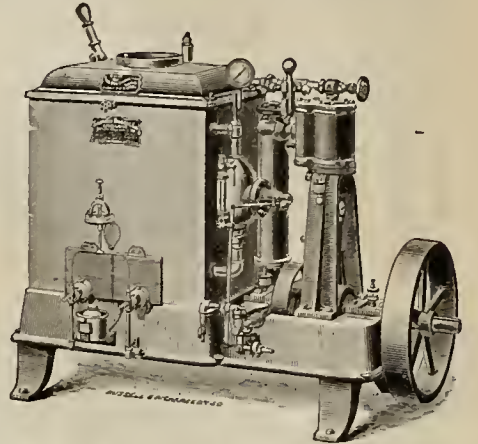
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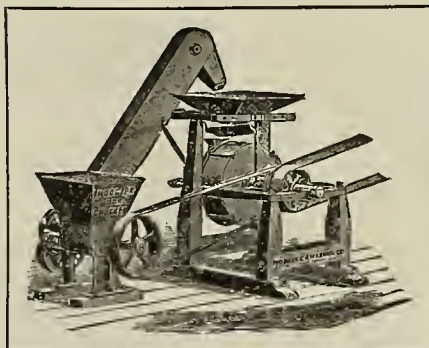
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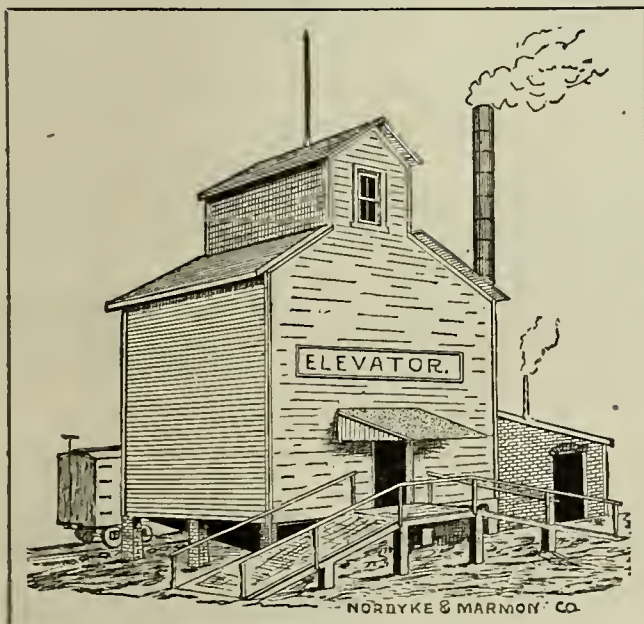


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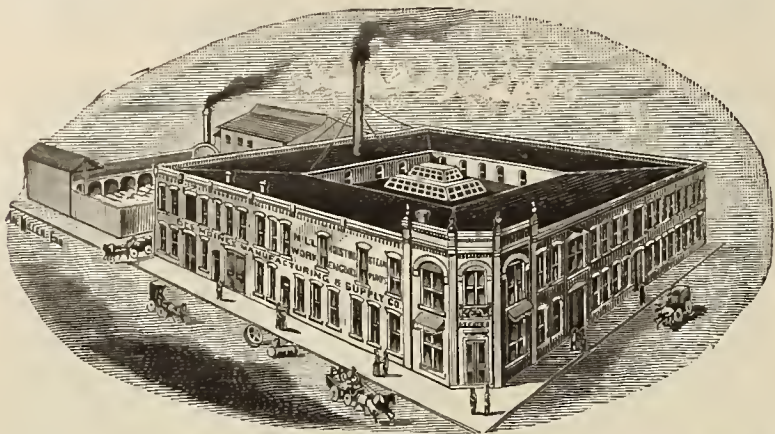
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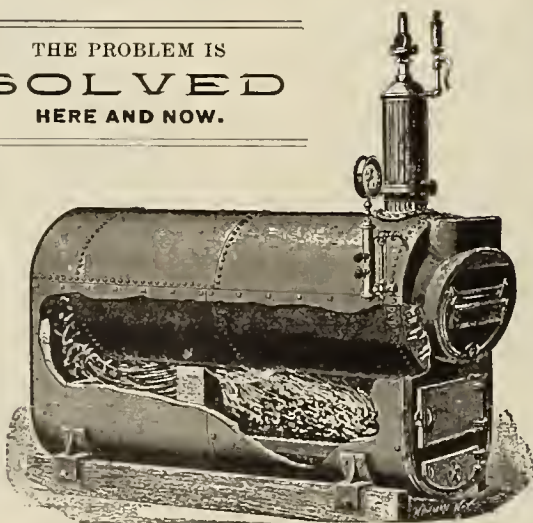
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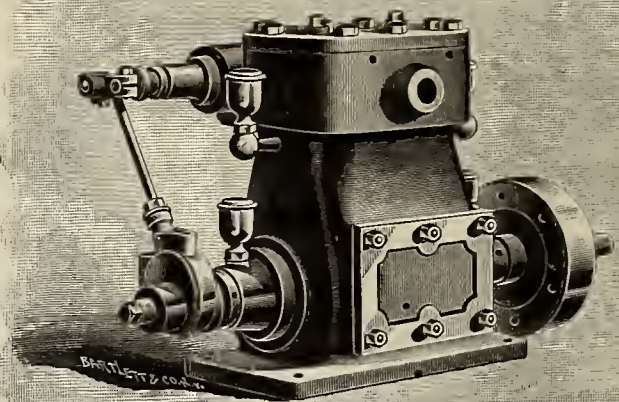


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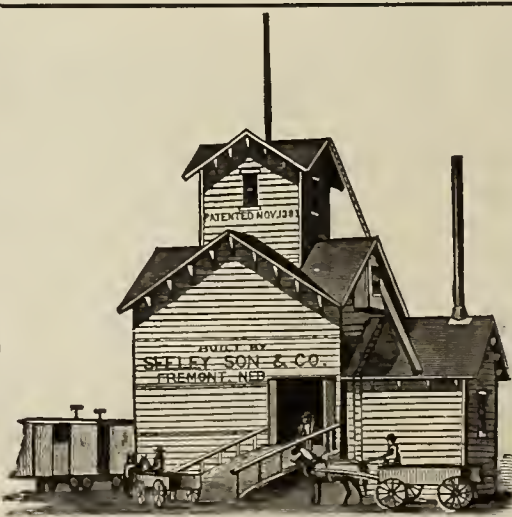
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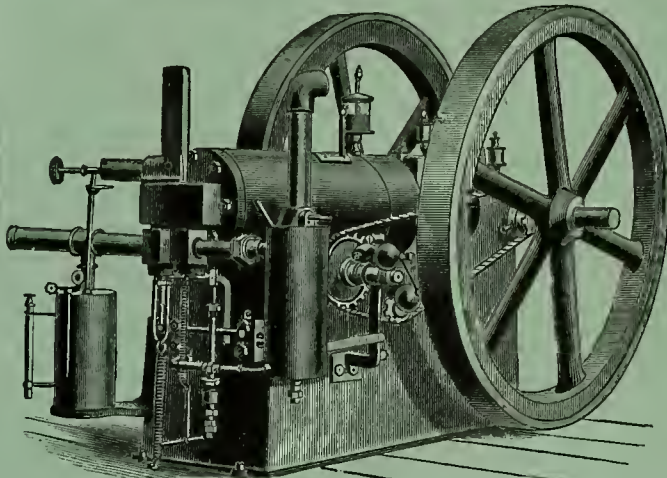
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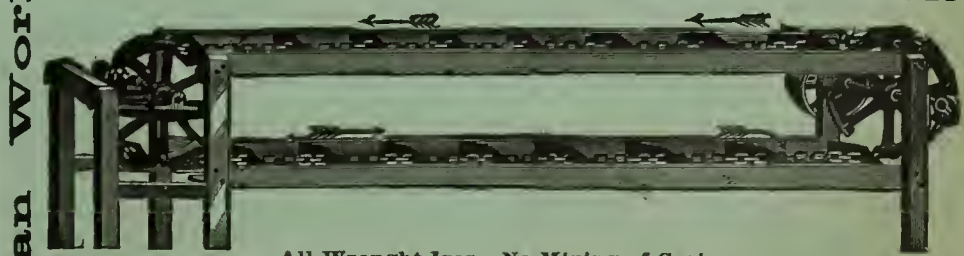
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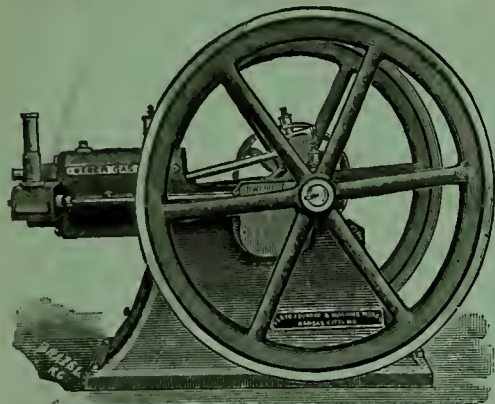
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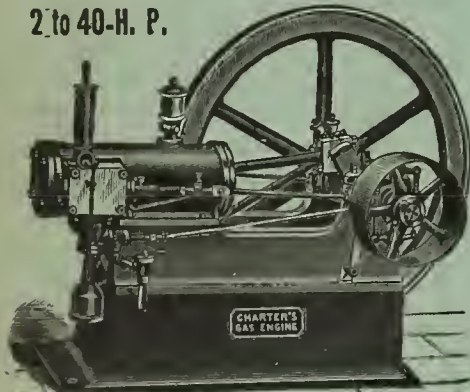
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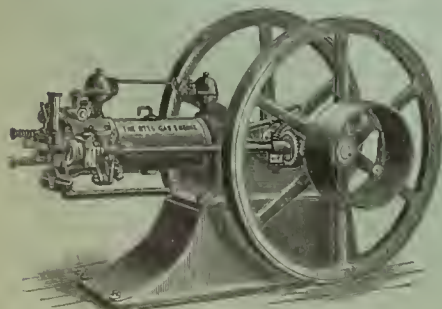
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